

Austin-Bergstrom International Airport

City of Austin Department of Aviation

Jet Fuel Storage Facility

Community Information Meetings

March 2022



Austin-Bergstrom
International Airport

Meeting Summary Report

Prepared by AUS Public Information Office

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Project Background

AUS 2040 Master Plan and Passenger Travel Information

In 2019, Austin-Bergstrom International Airport's 2040 Master Plan was finalized. The Plan, which was approved by Austin City Council and the Federal Aviation Administration, guides the airport's journey to modernization through 61 unique projects that will deliver new, improved and safe airport facilities that will meet the needs of passengers and support Austin and Central Texas's growth.

The AUS 2040 Master Plan projects that the airport will meet 30 million annual passengers by 2037 and even longer-term airport plans, like the construction of third runway, aim to address a future AUS that will serve 60 – 70 million annual passengers. To meet the needs of AUS passengers, airlines, cargo operations, business partners and more, AUS must continue to deliver projects that support near- and long-term proven demand for air travel.

Jet Fuel Storage Facility Background

One of the first Master Plan projects to address the need to provide expanded facilities to accommodate the airport's growth is a new jet fuel storage facility. The facility offers a solution for the near-term need for a safe and reliable additional fuel supply to support domestic airlines and cargo operations at AUS. As of 2021, AUS has an average daily supply of 2-3 days of fuel, below the industry standard of 5-7 days. If not built as planned, the airport will have to issue fuel shortage alerts. Airlines will have to carry extra fuel when flying to and from Austin, and in some cases, AUS passengers could experience diversions and canceled or delayed flights.

The need for increased fuel storage capacity was demonstrated in October of 2019, during the US Grand Prix Formula 1 race travel period, which saw three commercial flights diverted to another airport for fueling operations due to the critically low level of fuel availability at AUS. This spring, AUS will welcome new airlines, new nonstop destinations and more flights. Early projections indicate that AUS could return to the record-breaking pre-pandemic passenger travel trends experienced in 2019, with more than 17 million passengers flying out of AUS.

The current facility will not be able to handle the future demand for jet fuel, and will need to be replaced to accommodate a future runway in the next 15-20 years. As such, a new and larger facility is required to meet the needs up to 2040 and beyond.

Jet Fuel Storage Facility Site, Design and Operations Information

The proposed facility will be owned and operated by AUS Fuels Company LLC Airport, a consortium of commercial airlines that include all of the domestic and international airlines operating out of AUS. Similar fuel facility corporations operate at all of the major international airports across the US.

The proposed fuel facility will include new bulk fuel storage tanks, offloading racks, and two underground fuel transfer lines to the existing facility. Once complete, all fuel offloading operations at the existing site will be moved to the US 183 facility. The method of fueling on-airport aircraft fueling vehicles will not change. Fuel will be pumped through the proposed fuel transfer line from the proposed fuel storage facility to the existing fuel uploading racks, and where on-airport fuel trucks will be filled. The AUS Fuels LLC is responsible for the cost of all these improvements.

Phase 1 of the fuel storage facility's operations includes two 1.5 million gallon tanks, and Phase 2 plans call for a third and fourth tank to be added to the site. The additional tanks are long-term, 15 – 20-year plans. Construction for Phase 1 of the facility is scheduled for spring 2022 and will take approximately 2 years to complete.

The AUS Fuels design and development team is currently in the design and permitting phase. Before designing and permitting began, an Environmental Assessment (EA) was performed, as required by the FAA, to document and evaluate the environmental impacts resulting from this project. The FAA approved the EA in April 2020. The Department of Aviation is currently negotiating with AUS Fuels LLC for a new amended lease for the new facility.

Community Information Meetings

Meeting Purpose

On Saturday, January 29, the City of Austin Department of Aviation hosted a series of community information meetings to inform community members and connect them to educational resources about the site selection, operations, safety, and security features of a proposed jet fuel storage facility. The meetings were in response to [City of Austin Council Resolution NO. 20211209-061](#) and were intended to address the digital divide and language access barriers experienced by community members.

One virtual meeting and two limited attendance in-person meetings were held. Both meetings provided simultaneous Spanish interpretation by professional interpreters.

COVID-19 Safety Considerations

On January 6, 2022, Austin Public Health raised the area's COVID-19 risk-based guidance to Stage 5, its highest level, in response to increasing COVID-19 positivity rates and hospital admission rates. As of the date of the memorandum, the area's COVID-19 risk level remains at Stage 5. While many community events shifted to virtual-only options at this time, the Department of Aviation provided opportunities for airport-adjacent neighbors who lack access to Wi-Fi and technology to participate in two in-person meetings under a robust COVID-19 safety plan that included:

- Hosting the meetings on the airport campus, which allowed staff to control sanitization and mitigation practices. The airport's facility services team deep cleaned and disinfected the meeting room prior to the events and air filtration systems were operating in all four corners of the room.
- Asking community members to register in advance to attend the meetings. This allowed staff to receive a head-count for attendees, which helped identify appropriate space to host these meetings. It also helped staff prepare for the event in which the number of registered participants might exceed the room's COVID safety capacity. Community members were asked to register by calling 3-1-1, calling the airport directly, or emailing AirportEngagement@AustinTexas.gov.
- The registration process also allowed staff to collect contact information to directly reach out to registered attendees in the event the meeting needed to be canceled last minute due to staff known exposure or a positive COVID-19 test. While this did not happen, staff was prepared to follow up with all registered attendees to assist them in joining the virtual meeting and providing them with meeting materials.
- Masks, hand sanitizer and Lysol wipes were available to all attendees
- Attendees' were provided with their own individual tables, spaced exactly 6 feet apart from one another. Each table was equipped with writing materials and print-outs of all meetings materials to avoid a communal materials table.
- Spanish language head-sets were sanitized and placed in individual bags.
- A virtual meeting was held for community members who have access to Wi-Fi and the necessary technology to join a Zoom meeting. The meeting's production team consisted of City of Austin Communications and Public Information Office staff, who have supported virtual City of Austin events on a regular recurrence since the start on the pandemic two years ago. To allow ease of attending, no pre-registration was required for the virtual meeting. Attendees only needed to join the meeting through clicking the Zoom link.

Community Information Meeting Outreach

To promote the meetings and to align with direction from [City of Austin Council Resolution NO. 20211209-061](#), outreach efforts were deployed across radio and print ads, social media, yard signs, mailed invitations, council office digital media kits, e-mail invitations, a new website, the airport's monthly e-newsletter and through media advisories and a press release.

Outreach Activity	Date(s)	Languages	Additional Information
Mailed invitations	Postmarked on 1/18	English, Spanish	Mailed to 1,324 homes and business south of Highway 71 and north of Burleson Road, west of 183 and east of Stassney Lane
Yard signs	Deployed in neighborhoods 1/19 and on airport property on 1/25	English, Spanish	25 yard signs were deployed. Locations include 2 at the McCall Ln/McKinney Falls, 1 at McCall Ln/Seeling Dr, 2 at McCall Ln/US 183, 2 in the grass median across on McKinney Falls, in front of the Colorado Crossing neighborhood, and 3 at the US 183 and Montopolis intersection. Airport locations included the Cell Phone Lot, the walkway and sidewalks between Economy parking and the garages, Cap Metro bus stop 5099 and along Spirit of Texas Dr.
Radio ads	1/17 – 1/28	English, Spanish	40 ad-spots ran on KAZI 88.7 FM 52 ad-spots ran on KLZT 107.1 FM
Print ad	January edition of <i>La Voz</i>	Spanish	
Social media	1/10 – ongoing	English, Spanish	13 social media posts were shared to the AUS social media accounts and 2 Next Door posts were shared through the City of Austin's Next Door account
E-Newsletter	1/20	English	
Email invitations	1/11	English	Emails invitations were sent to the Colorado River Conservancy; Travis Audubon Society; PODER; GAVA; DogsHead Neighborhood Association; Richland Estates Neighborhood Association; Austin's Colony HOA; Chaparral Crossing HOA; Berdoll Crossing

			HOA; Far Southeast Improvement Association; Del Valle Community Coalition; Easton Park Master Community; neighborhood representatives from Colorado Crossing and McCall Lane; a business representative from the Met Center; Airport Advisory Commission members and City Council offices
Council office media kits	1/13	English, Spanish	The digital media kit included graphics and copy for social media and newsletters
New website	1/10	English, Spanish	
Media advisories	1/10 and 1/28	English	
Press release	1/29	English	
Event flyer	1/20	English, Spanish	A flyer was created for the District 2 Council Office for their door-knocking activities

Meeting Materials

The Department of Aviation created several meeting materials that were provided or presented for both the virtual and in-person meetings, including the powerpoint presentation, an airport history and travel trends fact sheet, a fuel facility frequently asked questions fact sheet, and an original video that demonstrates the daily operations of a fuel facility. An alternative sites analysis, new site renderings and the full Environmental Assessment document were provided in the in-person meetings and shared during the the virtual meetings through links. All of these materials are posted to the project website at SpeakUpAustin.org/AUSFuel.

Meeting Registration and Attendance

A total of five participants attended the two in-person meetings. Department of Aviation staff received three registrations through email; one phone call registration; 3-1-1 did not receive any calls for registration or for more information about the meetings.

Thirteen production crewmembers and presenters participated in the virtual meeting, including 12 City of Austin staff members and 1 independent consultant from the firm who conducted the project's Environmental Assessment.

Sixty-two attendees participated in the virtual meeting, including 11 City of Austin staff members, 2 City of Austin contractors, 8 media outlets or journalists, 2 Airport Advisory Commission members and 39 non-City of Austin or media affiliated attendees.

Questions

The Department of Aviation received questions in advance of the meeting through the project's website. Those questions were used to develop information that was shown in the presentation. A question and answer session was hosted for all three meetings and were facilitated by City of Austin community engagement staff.

All questions and answers are available in the appendix section of this report.

APPENDIX

Questions

Questions were received through the project website, the Zoom chat and question and answer box, and through note cards during the in person meeting. The following table organizes questions by theme and provides an answer. Non-question comments and statements related to the project are captured at the end of the table.

All six attendees of the in-person meetings asked questions that were responded to by the meeting's presenters during the question and answer session. Three attendees stayed after the conclusion of the meeting to further discuss with staff air quality, the Public Information Request process as it relates to the site plan for the project and more.

Of the 61 virtual attendees, 17 attendees asked questions relating to the project through the chat box and through the question-and-answer box. In addition to using the chat box to submit questions, approximately 15 attendees used the chat feature to discuss the project and meeting, with three participants who requested to see the names of all attendees. Since Zoom did not allow attendee names to be shared with participants outside of the panelists and meeting hosts, production crew typed out and provided all the names of participants in the chat.

Eleven messages were submitted through the SpeakUpAustin webpage by seven different community members.

Virtual Meeting Questions

Submitted through the Q&A Zoom box

will we be able to testify ?	Daniel Llanes
Hello, I am a reporter with the Austin American-Statesman. I heard at least one resident attended the in-person meetings today. What are airport officials going to do to make sure those who lack internet access have another chance to hear the presentations and join the meetings? Are more meetings planned? Thank you! --Natalia Contreras	Natalia Contreras (she/her)
How do we update our name for ES-EN when we can't see our own windows or others in the meeting?	Lauren Ice
Why can't we see participants? This is a public meeting	Courtney Enriquez
I don't see my name. I don't think the three dots is available to participants because we can't see ourselves or others. No, I am okay in EN room.	Lauren Ice
Can you please share which pre-construction permits from the City of Austin, TCEQ, and FAA that you have already secured, and which ones are still pending? Thank you.	Paul DiFiore
Why aren't you putting additional tanks at current site?	Courtney Enriquez
How did AUS and consultants sign off on no environmental equity issues in FAA application?	Citizen
Did the analysis of alternate sites consider the impact to neighborhoods in close proximity (less than 500 ft) and future housing development since this is a desired growth corridor??	HCWPC
Thank you!	Natalia Contreras (she/her)
Sam, Are other meetings planned after this one?	Natalia Contreras (she/her)
What kind of notification was given to immediate neighborhoods west of 183 at current proposed sight? Have you met with HOA's?	Courtney Enriquez
Do not like that we cannot testify directly to you on this zoom call. We are well aware of what tanks like this do. Is airport staff and proponents of this idea aware of EastAustin's racist legacy of the tank farms & other industrial facilities. Suggest they view videos I posted at the beginning of this meeting.	Daniel Llanes

What routes to fuel transport trucks use to supply the existing facility, and what routes would be used to supply the proposed new facility? How many more trucks per day will be needed?	John S
Does having on 183 poses a danger to traffic and neighborhoods across the highway?	Courtney Enriquez
Tank Farm Organizing for Justice https://youtu.be/YrReTzKm2K0 & www.poderaustin.org	Daniel Llanes
when will construction begin and how long will it take?	Anonymous Attendee
FAA regulates most development at AUS. Please ID types of development , related to this project not covered by FAA.	Mark Medley
Do you have alternate possible site if council and community don't support this project at current site?	Courtney Enriquez
Your Future Long Term Development goals include to "protect the Long Term Economic Benefits derived from Airport Operation." How did you weigh that goal vs. protecting affected neighbors?	Mark Medley
Aviation Dept has stated that it would require 64 fuel trucks per day (and up to 80-100 fuel trucks per day) entering off of 183 at the Metropolis Drive light. This is also in very close proximity to McCall Lane & Seeling Drive neighborhood. What is the safety impact to residents and autos travelling on 183 ??	HCWPC
Did the air quality study include the burning of the fuels by the aircraft? How does this site compare to other similar sites in terms of air quality? Also have you checked for nano particles that may carcinogenic or compared cancer data in relation to living near the airport?	Roy Woody
is there an a evacuation plan for the neighbors and adjacent business? when we lived with the holly power plant there was a evacuation plan	Gavino Fernandez Jr
is this a done deal?	Gavino Fernandez Jr
How are you balancing community stakeholder needs?	Citizen
Do any of the VOCs have cancer causing components? Neighborhoods of low income POC nearby.	Gilbert Rivera
is there a growth cap for devloptment at ABIA? moving forward	Gavino Fernandez Jr
Did the Aviation Dept PIO send notifications of today's public meetings to the residents within the 500 ft of the proposed site and the neighborhoods that are adjacent to McCall Lane and Seeling Drive??	HCWPC

<p>If you are unable to answer my question regarding permits live on this webinar, please follow up with me and the PODER/Colorado River Conservancy team at coloradoriverconservancy@gmail.com. This should all be publicly available information, and therefore your transparency would be appreciated. Clearly more engagement is needed than this Zoom meeting, and more recognition of the history of environmental racism in east Austin in the area surrounding the area. More opportunities for people to weigh in on these permitting processes is critical.</p>	<p>Paul DiFiore</p>
<p>What council members approved this? Why were immediate businesses or neighborhoods not properly notified that this was even being proposed at current site.</p>	<p>Courtney Enriquez</p>
<p>Jackie Yaft and Aviation Staff: were you familiar with the history of the East Austin Tank Farm and the detrimental, and in some cases, fatal impacts to residents, prior to selecting this proposed site?</p>	<p>HCWPC</p>
<p>Were people at the live meetings able to testify ?</p>	<p>Daniel Llanes</p>
<p>Did the environmental assessment cover potential health impacts of fuels vapors on nearby residents?</p>	<p>John S</p>
<p>Are the Sign In Sheets from the Public Meetings during NEPA process available for public viewing?</p>	<p>HCWPC</p>
<p>Are there plans to acquire property at McKinney and Rte 183 on the west side of 183?</p>	<p>Terry</p>
<p>Did TX DOT do community stakeholder outreach for entrance to jet fuel facility?</p>	<p>Citizen</p>
<p>does this require city council approval?</p>	<p>Gavino Fernandez Jr</p>
<p>how many tanks to be built / and storage capacity ?</p>	<p>Gavino Fernandez Jr</p>
<p>Can you better describe your Spill Prevention Control and Counter Measure Plan.</p>	<p>Mark Medley</p>
<p>Can you better describe your Facility Response Plan and Construction Safety Phasing Plan (FAA).</p>	<p>Mark Medley</p>
<p>Will you ID TSA regulations covering safety and security related to this project?</p>	<p>Mark Medley</p>
<p>I consider the fact that the public could not testify to be a suppression of our ability to participate and give public testimony.</p>	<p>Daniel Llanes</p>
<p>When will there be another public meeting held?</p>	<p>Courtney Enriquez</p>

100 trucks per day (24 hrs) that's 1 truck every 25 minutes traveling in and out of the facility, is that correct? What mgmt practices will be in place?

Karen M

does this require city council approval?

Gavino Fernandez Jr

Virtual Meeting Chat Conversation

**At 14:44:15 a Zoom attendee placed offensive language in the chat. This comment has been removed from this report. It was the first comment in the chat box and no other comments have been removed or edited.*

14:54:09 From Eugene Sepulveda to Hosts and panelists:

Hi there. How will we know who's attending? I'd like to see who's here

14:54:38 From Eugene Sepulveda to Everyone:

Meant for everyone: how do we know who else is here?

14:54:46 From Sam Haynes to Hosts and panelists:

Good afternoon, everyone!

Unfortunately we have been "Zoom Bombed". We are so sorry for this offensive and disruptive language you might see in the chat.

14:55:09 From Sam Haynes to Eugene Sepulveda and all panelists:

Hi Eugene, please find the "participants" section on your screen to see attendees.

14:55:18 From Sam Haynes to Everyone:

Unfortunately we have been "Zoom Bombed". We are so sorry for this offensive and disruptive language you might see in the chat.

14:55:39 From HCWPC to Everyone:

Hello Eugene.

14:56:13 From Eugene Sepulveda to Everyone:

I don't see a participants section on screen

14:57:09 From Sam Haynes to Eugene Sepulveda and all panelists:

That might only be available to panelists and not general attendees

14:57:37 From Eugene Sepulveda to Everyone:

You guys should change that setting so participants can communicate with each other and see who else is here

14:57:40 From Eugene Sepulveda to Everyone:

I;et

14:57:57 From Eugene Sepulveda to Everyone:

Let's make this as community friendly and empowering as we can please

14:59:24 From Sam Haynes to Eugene Sepulveda and all panelists:

All participants can chat with each other for example your messages are being delivered to "everyone", but my messages to you are just going to you because I set that as the setting, I'm not sure we have the ability to change the settings for the attendee list visibility

15:03:31 From Bailey Grimmatt to Everyone:

Hello! There is live interpretation available. Click on the "Interpretation" icon (the globe) at the bottom of the screen. Select "English" or "Spanish". To hear the interpreted language only, click "Mute Original Audio".

Ofrecemos interpretación en vivo al español. Busque el símbolo de interpretación colocado abajo de la pantalla de Zoom y seleccione "Spanish". Para escuchar solamente el idioma interpretado, haga clic en "Mute Original Audio".

15:04:27 From Daniel Llanes to Everyone:

Tank Farm Organizing for Justice <https://youtu.be/YrReTzKm2K0>) & www.poderaustin.org

15:05:04 From Eugene Sepulveda to Hosts and panelists:

We aren't being given a video option

15:06:20 From EN - Bailey Grimmatt to Everyone:

Please use the Question and Answer function to submit your questions. The team will answer as many questions as possible and will be posting questions and answers back to the project webpage.

Para mayor información utilice nuestro portal de preguntas y respuestas. Nuestro equipo respondera tantas preguntas como sea posible. Asi como publicará preguntas y respuestas en nuestra pagina web del proyecto.

15:07:10 From HCWPC to Everyone:

Could we please see participants in meeting?

15:07:24 From Eugene Sepulveda to Everyone:

You to realize we can't even speak on here right?

15:07:38 From Daniel Llanes to Everyone:

want to be able to testify

15:08:12 From Courtney Enriquez to Everyone:

We need to see all participants. Public meeting

15:08:13 From Eugene Sepulveda to Everyone:

Will you please tell us how many people are signed on right now? Can you read off names of those in attendance?

15:08:17 From Gilbert Rivera to Hosts and panelists:

Unable to find anywhere to speak!

15:08:26 From HCWPC to Everyone:

Transparency please. We cannot see who is in meeting

15:08:37 From Eugene Sepulveda to Everyone:

I agree Courtney!

15:09:02 From Natalia Contreras (she/her) to Everyone:

Natalia Contreras, Austin American-Statesman

512-626-4036

ncontreras@statesman.com

15:09:11 From EN/Sam Haynes/COA to Eugene Sepulveda and all panelists:

Sam Haynes - City of Austin

15:09:41 From Eugene Sepulveda to Everyone:

Eugene Sepulveda, Airport Advisory Commission Chair

15:09:44 From EN - Bailey Grimmatt to Everyone:

Bailey Grimmatt - City of Austin

15:09:52 From Eugene Sepulveda to Everyone:

Eugene@ABPorter.org 512.415.8923

15:10:03 From HCWPC to Everyone:

Bobbie Garza-Hernandez

15:10:08 From EN/Sam Haynes/COA to Eugene Sepulveda and all panelists:

We have 43 attendees and 13 panelists/production team members. Unfortunately I don't see an option to share it directly, so please give our production team a moment to type out the attendee names as they are shared with us.

15:10:16 From Courtney Enriquez to Everyone:

Courtney Enriquez

15:10:27 From HCWPC to Everyone:

bobbie@pinkpr.biz 512.754.1012

15:11:06 From Paul DiFiore to Everyone:

Paul DiFiore -- with PODER / Colorado River Conservancy

15:11:19 From Daniel Llanes to Everyone:

Opposed to location. Put on the east side of runways away population.

15:11:40 From Gilbert Rivera to Hosts and panelists:

Gilbert Rivera is here with La Raza Roundtable

15:11:59 From EN/Sam Haynes/COA to Daniel Llanes and all panelists:

Thank you Daniel, I will share your comment with the panelists to talk through during the Q&A session. -Sam

15:12:51 From Mark Medley to Everyone:

Is Council Member Fuentes attending?

15:13:51 From Courtney Enriquez to Everyone:

Immediate neighborhoods were not properly notified according to COA PLANS nor the public meetings.

15:13:56 From EN - Bailey Grimmett to Everyone:

Thank you everyone for checking in providing your names over the chat.

Here is the list of attendee names that City of Austin panelists can see attending:

badawig

Carrie Stefanelli

Chuxtr69

Citizen

Courtney Enriquez

Curt

Daniel Llanes

Elle Bent

Eugene Sepulveda

Fred Cantu

Gavino Fernandez Jr.

Gina Fiandaca

Gilbert Rivera
Gisela Girard
HCWPC
Jeff Pearse
Jessica Coronoda
Jim Pantina
Jo Hamilton
John S
Josh Wussick
Karen M
Kenneth Rodal
Kingsley Coppinger
KJ
KTBC Fox 7
KVUE News
Lauren Ice
Maria Aguilera (KVUE)
Maria Fuentes
Mark Medley
Mpatel
Nancy Tienda
Natalie Contreras
Nathan Bernier
Paul DiFiore
Roy Woody
Scott
Ted
Terry
ThompsonT
Tom Forestier
Tony Maldonado
Towanda Cordon
Travis Brown
Vanessa Fuentes
Victoria Garcia

15:15:37 From Vanessa Fuentes to Everyone:

Vanessa Fuentes, Austin City Councilwoman District 2, 512-978-2102, District2@austintexas.gov

15:16:59 From EN/Sam Haynes/COA to Everyone:

If you would like to watch this video again after the meeting, or share it with your network, you can find it on YouTube here: <https://youtu.be/FqVYbW4c8Wg>

15:17:13 From Gavino Fernandez Jr to Everyone:

El Concilio Mexican-American Land owners de East Austin and LULAC Council #22325 Join neighbors and land owners in the opposition of building and additional fuel storage . This is close to Onion Creek and the 100 yeas flood plain plus homes.

15:18:59 From Daniel Llanes to Everyone:

Do not like that we cannot testify directly to you on this zoom call. We are well aware of what tanks like this do. Is airport staff and proponents of this idea aware of EastAustin's racist legacy of the tank farms & other industrial facilities. Suggest they view videos I posted at the beginning of this meeting.

15:20:25 From Jo Hamilton (she/they) to Hosts and panelists:

Daniel, please repost the videos. Several of us didn't have the right link for the meeting and missed them

15:20:33 From Gavino Fernandez Jr to Everyone:

This is why we voted for the airport to manor, Texas back in the day

15:21:17 From Gavino Fernandez Jr to Everyone:

so this is a done deal

15:21:38 From Gavino Fernandez Jr to Everyone:

so this is a done deal ?

15:22:18 From Fred Cantu to Everyone:

Gavino and Daniel-- Call me after this meeting. 512-202-2552.

15:22:25 From Courtney Enriquez to Everyone:

Nothing is decided until ground is broken for it

15:23:06 From Mark Medley to Everyone:

Wouldn't advise that.

15:25:01 From EN - Bailey Grimmatt to Everyone:

Hello! Please share you comments and questions in the chat. We will respond directly to you or bring your comments and questions into the Q&A session after the presentation.

15:25:08 From John S to Hosts and panelists:

What route do fuel transport trucks take to supply the existing facility, and what route would trucks take if this project moves forward? How many more trucks per day would be needed to supply the larger facility?

15:25:34 From Citizen to Hosts and panelists:

Does aviation gasoline contain lead?

15:25:57 From Gavino Fernandez Jr to Everyone:

The fox guarding the hen house /

15:26:02 From Lauren Ice to Everyone:

There are numerous critical environmental features and wetlands in the area where these tanks are proposed? Has the City's Watershed Protection Department granted buffer variances?

15:26:23 From EN/Sam Haynes/COA to Citizen and all panelists:

Thank you for your question, I have shared it with the facilitator for the q&a session.

15:26:34 From EN/Sam Haynes/COA to John S and all panelists:

Thank you for your question, I have shared it with the facilitator for the q&a session.

15:26:39 From Tony Maldonado to Everyone:

What consideration was given to an alternate location for the construction and future operation of this facility on the eastern side of the airport property where the potential negative health and safety impacts to area residents would be minimized significantly?

15:26:48 From EN - Bailey Grimmatt to Jo Hamilton (she/they) and all panelists:

Hi Jo! Thank you for joining. Here is the link to the video that was presented:

<https://youtu.be/FqVYbW4c8Wg>

15:27:08 From Mark Medley to Everyone:

Fully describe your site selection considerations.

15:27:18 From EN/Sam Haynes/COA to Tony Maldonado and all panelists:

Thank you for your question, I have shared it with the facilitator for the q&a session.

15:27:29 From EN/Sam Haynes/COA to Lauren Ice and all panelists:

Thank you for your question, I have shared it with the facilitator for the q&a session.

15:29:33 From EN - Bailey Grimmatt to Everyone:

Here is a document of analyses of alternative sites:

https://www.austintexas.gov/sites/default/files/files/Airport/PRINT_Alternative%20Sites%20AnalysisFinal.pdf

15:29:50 From Mark Medley to Everyone:

Look east of airport, north of the 100 year FP

15:31:05 From EN - Bailey Grimmatt to Everyone:

Please use the Question and Answer function to submit your questions. The team will answer as many questions as possible and will be posting questions and answers back to the project webpage.

Para mayor información utilice nuestro portal de preguntas y respuestas. Nuestro equipo respondera tantas preguntas como sea posible. Asi como publicará preguntas y respuestas en nuestra pagina web del proyecto.

15:31:12 From John S to Hosts and panelists:

What is the more disruptive operation mentioned that would happen if the fuel facility is not constructed in that location?

15:32:32 From EN - Bailey Grimmatt to Everyone:

Here is the complete Environmental Assessment:

<https://www.austintexas.gov/sites/default/files/files/Airport/Environmental%20Assessment%20AUS%20Jet%20Fuel%20Storage%20Facility.pdf>

15:33:10 From EN | Valerie Harris, Prod Lead (she/her) to Molly Waller(Direct Message):

Please speak slower for the interpreters

15:35:27 From KJ to Hosts and panelists:

In the future it might be a good idea to have the slides in both English and Spanish (both languages on the same slide).... Since y'all seem to be basically just reading the slides to us.

15:36:04 From HCWPC to Everyone:

I cannot update my name to identify myself

15:37:06 From EN | Valerie Harris, Prod Lead (she/her) to EN/Sam Haynes/COA(Direct Message):

Slow down please for the interpreters

15:37:12 From Lauren Ice to Everyone:

Were there any public comments received on the EA? How many and from who? And were there any efforts to collect public input during the preparation of the EA?

15:37:44 From Mark Medley to Everyone:

Jet A Fuel may be more stable, but has toxicants like Naphthalene, a known carcinogen and is suspected of causing cancer in humans.

15:38:03 From EN - Bailey Grimmett to HCWPC and all panelists:

Hello! If you hover over your name/self, there should be 3 dots. If you click the dots, there is a selection to rename yourself.

15:40:00 From HCWPC to Hosts and panelists:

I know how to rename myself but we are unable to see our frames in any place on the screen.

15:40:36 From EN - Bailey Grimmett to Everyone:

Visit our project webpage here: <https://www.speakupaustin.org/ausfuel>

15:40:50 From HCWPC to Hosts and panelists:

The only person on screen is the presenter

15:41:19 From EN - Bailey Grimmett to Everyone:

Click here for a PDF version of the renderings:

https://www.austintexas.gov/sites/default/files/files/Airport/PRINT_JetFuelStorageFacilitySite%20RenderingsFinal.pdf

15:42:20 From Mark Medley to Everyone:

Evidence of the health effects of jet fuels comes from reports on both temporary or persisting biological effects from acute and chronic exposure to humans and animals,

15:46:17 From Gavino Fernandez Jr to Everyone:

is there an evacuation plan

15:46:22 From EN | Valerie Harris, Prod Lead (she/her) to Hosts and panelists:

Panelists who will be responding to questions should turn their cameras on to be ready to answer or give visual cues

15:46:50 From Gavino Fernandez Jr to Everyone:

is there an evacuation plan for neighbors and business

15:47:25 From Courtney Enriquez to Everyone:

Gavino ask on the other Q&A side so your questions get recorded. 👍

15:48:04 From KJ to Hosts and panelists:

Y'all... there's a separate place in the Zoom app for questions. Look for the Q&A icon...

15:48:31 From KJ to Hosts and panelists:

It's probably near the Chat icon.

15:48:46 From EN | Valerie Harris, Prod Lead (she/her) to Hosts and panelists:

And it's okay to keep your cameras on as if you were sitting on a panel in front of the audience. No need to keep turning it on and off.

15:49:04 From EN - Bailey Grimmett to Everyone:

Please use the Question and Answer function to submit your questions. The team will answer as many questions as possible and will be posting questions and answers back to the project webpage.

Para mayor información utilice nuestro portal de preguntas y respuestas. Nuestro equipo respondera tantas preguntas como sea posible. Asi como publicará preguntas y respuestas en nuestra pagina web del proyecto.

15:49:06 From EN/Sam Haynes/COA to Everyone:

We are also capturing questions posed here, so please keep sharing questions here and in the Q&A we will work to get through as many as we can

15:49:33 From Mark Medley to Everyone:

Make the east side more accessible...

15:52:28 From Mark Medley to Everyone:

If east side is suitable for future AE sub-station, it's suitable for this project too.

15:55:40 From Paul DiFiore to Everyone:

Please see my question in the Q&A regarding permits. I see other questions are receiving responses in the chat; not sure why mine has been overlooked. Thanks.

15:57:32 From Daniel Llanes to Everyone:

Were people at the live meetings able to testify ?

15:58:51 From Mark Medley to Everyone:

Shane had sent me a PP slide titled Airport Governance...

16:00:02 From John S to Hosts and panelists:

Did the environmental assessment cover potential health impacts of fuel vapor emissions on nearby residents?

16:00:08 From Mark Medley to Everyone:

As it related to my question about development activities not covered by FAA

16:00:18 From Jeff Pearse to Hosts and panelists:

Hasn't the FAA already issued a finding of no significant impact for the proposed fuel facility? If so, were public meetings held then - during that process?

16:01:10 From Tony Maldonado to Everyone:

What community based board or commission currently exists to review the safety and efficiency of this type of operation? If none exist now, will there be consideration be given to creating one?

16:01:49 From HCWPC to Hosts and panelists:

I have 5 questions in that have not been answered

16:02:27 From EN/Sam Haynes/COA to Everyone:

Hi HCWP, we are trying to get to as many questions as we can, do you have a priority question I can share with the presetners?

16:03:50 From HCWPC to Hosts and panelists:

WOW. This is not equitable community engagement or dialogue. This is controlled Q & A on the Aviation Departments timeline.

16:04:18 From EN - Bailey Grimmatt to Everyone:

Here is a "frequently asked questions" document about the fuel facility:

<https://www.austintexas.gov/sites/default/files/files/Fuel%20Facility%20FAQ.pdf>

16:04:30 From Daniel Llanes to Everyone:

I consider the fact that the public could not testify to be a suppression of our ability to participate and give public testimony.

16:04:58 From Daniel Llanes to Everyone:

I consider the fact that the public could not testify to be a suppression of our ability to participate and give public testimony.

16:04:59 From HCWPC to Hosts and panelists:

Not every one gets the newspaper

16:05:41 From Eugene Sepulveda to Hosts and panelists:

Austin has a much higher standard for community participation than inviting comments through the newspaper.

16:05:59 From HCWPC to Hosts and panelists:

Did the Aviation Dept PIO send notifications of today's public meetings to the residents within the 500 ft of the proposed site and the neighborhoods that are adjacent to McCall Lane and Seeling Drive??

16:06:01 From Mark Medley to Everyone:

Good job Tony!

16:06:40 From Courtney Enriquez to Everyone:

You are correct Daniel! But if you look in the Q& A they plan to move forward with construction in April! 🙄

16:09:18 From HCWPC to Hosts and panelists:

so basically I'm hearing that these public meetings are to respond to CM Fuentes request and Aviation is moving forward with proposed site. No concern for residents.

16:09:19 From EN - Bailey Grimmatt to Everyone:

Please find links provided during this meeting below.

SpeakUpAustin Fuel Facility Project webpage: <https://www.speakupaustin.org/ausfuel>

The Environmental Assessment:

<https://www.austintexas.gov/sites/default/files/files/Airport/Environmental%20Assessment%20AUS%20Jet%20Fuel%20Storage%20Facility.pdf>

Alternative site analysis:

https://www.austintexas.gov/sites/default/files/files/Airport/PRINT_Alternative%20Sites%20AnalysisFinal.pdf

Site rendering of new fuel facility:

https://www.austintexas.gov/sites/default/files/files/Airport/PRINT_JetFuelStorageFacilitySite%20RenderingsFinal.pdf

Fuel facility FAQ: <https://www.austintexas.gov/sites/default/files/files/Fuel%20Facility%20FAQ.pdf>

16:10:07 From HCWPC to Everyone:

Jackie Yaft and Aviation Staff: were you familiar with the history of the East Austin Tank Farm and the detrimental, and in some cases, fatal impacts to residents, prior to selecting this proposed site?

16:10:20 From HCWPC to Everyone:

None of my 5 questions were addressed

16:10:34 From Mark Medley to Everyone:

Had 3 questions not answered...

16:10:37 From Citizen to Everyone:

Nor mine

16:11:13 From EN - Bailey Grimmett to Everyone:

Again, that's <https://www.speakupaustin.org/ausfuel>

16:11:36 From Gilbert Rivera to Everyone:

I asked a question about VOC cancer causing elements! Question was not asked publicly

16:11:39 From Courtney Enriquez to Everyone:

FAA didn't sound like they were concerned with residents

16:11:58 From HCWPC to Everyone:

GOOD NEIGHBOR???!!! WOW

16:12:07 From Courtney Enriquez to Everyone:

Remember AIRPORT BLVD FUEL TANK FARM!

16:12:10 From HCWPC to Everyone:

UNACCEPTABLE!!

SpeakUpAustin.org Questions

<p>The Department of Aviation has stated that the jet fuel tank farm is 900 feet from the closest resident, but that is only measuring from the middle of the site. The actual jet fuel tanks will be 430 feet from the closest resident. Isn't the 430 feet number the relevant number? 2. What was the decision-making matrix for selecting the proposed site? Were any other sites considered? What factors did the Department of Aviation take into account to determine that benefits of propose location overcame any concerns about the proximity of the location to the closest residence? 3. Why is the Department of Aviation proposing a site that is closer to residential use than any other airport in the country? 4. What would the Department of Aviation do if directed by the Austin City Council to find another site for the proposed jet fuel tank farm? In other words, is it true that there are no other possible locations for the proposed jet fuel tank farm. 5. Are alternative locations possible if so directed by the Austin City Council? 6. The Department of Aviation has stated that the jet fuel tank farm is safe; what about past jet fuel tank farm fires in other airports in the United States? 7. Can a jet fuel tank catch fire if struck by lightning? 8. The emissions from a jet fuel tank farm are harmful to humans? Is the position of the Department of Aviation that the emissions from the proposed jet fuel tank farm will be too far away to be harmful to the residences? 9. How many jet fuel tanker trucks will come into and out of the proposed jet fuel tank farm each day? 10. Would any member of the staff of the Department of Aviation be fine if their home was located this close to a jet fuel tank farm?</p>
<p>If the jet fuel situation is as much of an emergency as the Department of Aviation is stating publicly, why would it not be much faster to add tanks to the existing site than wait the 2-year construction period for the new tank farm? And why was this "emergency" never mentioned before? Also, why did the Department of Aviation lie to the Austin Airport Advisory Commission by stating in a power point presentation that Met Center and Howard Yancy did not object to the new jet fuel tank farm when the opposite has been true from the start?</p>
<p>Is the City of Austin Aviation Department aware of the hazardous impact to residents in close proximity of the Gasoline Tank Farm that was previously located in East Austin (Springdale Rd/Airport Blvd)? Why would the City of Austin want to create a similar situation by placing a jet fuel tank farm in close proximity to residential areas?</p>
<p>What consideration was given to an alternate location for the construction and future operation of this fuel storage facility on the eastern side of the airport property where the potential negative health and safety impacts to area residents would be minimized significantly?</p>
<p>Where are all the possible locations for the site? What are the qualifications for the site? What community engagement has been done in the proposed location? What environmental assessments have been done at the proposed site?</p>
<p>Residents from McCall Lane & Seeling Drive neighborhoods have requested our assistance with accessing the Public Meetings on Jan 29th. They are having difficulty with the process. This is mostly a low socio-economic populations with limited tech access. The address for the meeting place is nowhere publicized and the email response received by one of our residents implies that a person must seek parking at the airport and take a bus/shuttle to the meeting site. The following questions is submitted on behalf of these residents: Why were the public meetings not held at a space near the neighborhoods (well known to residents) with easy access and parking for the residents/stakeholders who would like to attend? Aviation Dept has made it quite challenging for residents to find the place and understand the RSVP process.</p>
<p>Fuel tanks what benefit is it for Austin tx</p>
<p>Why not built tanks south east of airport and north of Richard Moya Cnty Park where it's less populated</p>
<p>Why wasn't it taken into consideration that there are residents who live across the street from the proposed site? With the environment and global warming what will happen if these tanks explode, due to extreme heat? Will the company care about the people in the community who live near? The residents deserve to live in a healthy environment without the worry of toxins in the air, for example, Benzene, Ethylbenzene, Toluene, Xylene. These companies have increasingly used additives over the past 30 years to enhance these products, this leads to vapor pressure inside the tanks making them more vulnerable to explosions. Why not build the tanks S.E of the airport and North of Richard Moya county park where there is no housing or populated? Why is the COA- Aviation Department denying Mr. Ron Thrower and the community access to information requested? I</p>

understand there are some thing's the COA can not reveal due to terrorism but we the residents have the right to know so we too can protect our families' health & environment. What do we have to do to get that info?

Why isn't the fuel tanks situates situated southeast of the airport in north of Richmond county Park there's no housing it's not a populated area?

Why not place the tanks elsewhere there is plenty of room around Richard Moya park where there is nothing yet?! Who will be held accountable if any of the transportation trucks leak or exploded near the residential area? Are you aware there is a school & veteran's clinic very close to the chosen site? Are you not familiar with the tanks that were on Airport St and the toll it took on the health of the residents just as it will on us?! The health of the environment & people's lives will be affected?! I want the tanks moved and away from my family. I have children and I will protect their right to have a healthy living environment.

Session #2
11:30-12:30

Welcome!

Please sign-in before the meeting begins

Name	Email	Organization	Sign up for AUS e-newsletter?
Susana Almanza	poder.austin@gmail.com	PODER	
GLORIA MORALES PARRIN	tejanaglariz@gmail.com Xtranewspaper@yahoo.com		✓
	*Ms. Carillo also joined, but did not sign in		



Austin-Bergstrom
International Airport

Session # 1

Welcome!

Please sign-in before the meeting begins

Name	Email	Organization	Sign up for AUS e-newsletter?
Ron Thrower	rent@throwerdesign.com	Thrower Design	✓
Hanna / Amy	hyancy@ZYDECO DEVELOPMENT.COM	ZYDECO	✓
Amanda Carrillo	garciamanda81@gmail.com		✓
	↑ needs 1 pager in English + Spanish		



Austin-Bergstrom
International Airport

Transporting Fuel (From) → (To) → (Austin Bergstrom)

1. Trucks bringing fuel From Smithville

1. Origin getting fuel to Smithville

Fuel starts in Houston to Smithville?

Protections from origin to Drop off Smithville

Drop off Smithville to Austin Bergstrom

2. underground Smithville to Austin, Leak hazards

What streets would the

Fuel truck take to transport Fuel?

Who is liable if a ^{Fuel} ~~Fuel~~ truck leak?

~~What is the~~

What is the current ^{air emission test} ~~quality~~ of

water & soil right now? What is the

What does that mean it only allows
25 tons of VOC each year for people
who don't understand?

Susana
Amann

How many feet is between fuel
storage facility and residents?

~~Zoning due to Traffic~~

Traffic Cameras For Security
Controls

In area

Susan
Almura

- Where are current Fuel Storage facility located? Dearborn Jordan
- Why not expand at current site?

Q • Where was FAA aware that the proposed new fuel storage facility was within feet of a residential area?
This is an E.S. issue/concern.

Q • In reviewing Cumulative Impacts was noise, traffic & current fuel storage facility included in Cumulative Impact review?

Q • How is Air Permit Classified at TCEQ
How is it Listed, so that one can review it. Stormwater Permit #

Fees to Be Increased

to existing taxis, ~~transport~~
transportation companies?

Agreements

Open-mindedness

Acceptance

Curiosity

Discovery

Brevity

Why wasn't it taken into
consideration that there ^{are} some
residents who live across the
street from the proposed site?
The res why is the ACOA -

Aviation Department denying
MR. Ben Throver & the community access
to the information requested?

What does the COA Aviation Department
have to hide

What if it were your are
~~of~~ community?

DID DOA CONSIDER THE EFFECT ON
CLOSE NEIGHBORHOODS OF THE PROPOSED
LOCATION? IN OTHER WORDS, WAS
THERE A SPECIFIC DECISION MADE WHERE
OTHER CONSIDERATIONS OVER RODE THE
IMPACT ON CLOSE NEIGHBORHOODS?

TRAFFIC & ROADS
traffic Formula 1 and other special
Events/Concerts :

- ① What is the industry standard for distance from fuel tanks to residential?
#1 not answered to satisfaction
- ② Why are surrounding land uses not shown on Airport Master Plan?
- ③ What is the decision matrix for location of fuel tanks? Assume this is the very beginning of the Master Plan Process. What drove the tanks to be closer to residential compared to other airports?
- ④ Instead of showing why 3rd party alternative sites do not work, why not show alternative sites that can work assuming areas of airport needs can be moved as well?
- ⑤ As an Environmental Impact is complete and assumes that jet fuel at 430' from residential is acceptable, at what distance is jet fuel unacceptable proximate to residential?

HAVE THERE BEEN JET FUEL TANK
FARM FIRES AT OTHER AIRPORTS
IN THE PAST?

~~IS~~ it possible there could be leaking
from the tanks?

Agreements

Open-mindedness

Acceptance

Curiosity

Discovery

Brevity

Have air emission tests
been done beyond 200ft
from current tank to
prove there is no impact?

~~The east Austin tank farms
impact it~~

WOULD ANY OF YOU BE COMFORTABLE
LIVING 488 FEET AWAY FROM A JET
FUEL TANK FARM?

- ① How is NEED FOR NEW JET FUEL TANK
FARM RELEVANT TO THE SELECTED SITE?
DOESN'T THIS APPLY TO ANY SITE?

WHAT WOULD HAPPEN IF LIGHTNING
STRIKES THE FUEL TANK FARM?

⑥ What possible Homeland Security issues are present to prohibit the release of mailers, notifications, etc., relating to informing the public about the Master Plan or Site Development Permit submission?

IF THE CITY COUNCIL DIRECTED DEPT.
OF AVIATION TO PUT THE JET FUEL
TANK FARM ELSEWHERE AWAY
FROM RESIDENCES, WOULD IT FIND
ANOTHER LOCATION?

THIS RELATES TO DOA POSITION THAT
PROPOSED SITE IS THE ONLY POSSIBLE
SITE ON THE AIRPORT

Questions & Answers

Questions submitted to the Department of Aviation through the SpeakUpAustin website, email, the virtual meeting question box and in the in-person meetings and their respective answers are presented below:

Questions	Answer
Question Theme: Air Quality – Emissions	
The emissions from a jet fuel tank farm are harmful to humans?	<p>Volatile Organic Compounds (VOCs) are emissions from liquids and fuel, including Jet-A. They are created from a variety of chemicals and put into the air by vapors.</p> <p>The tanks produce very little vapors because 100 plus degrees must be sustained to create vapors. The tanks and fuel stay below 100 degrees, even on hot days.</p> <p>The facility's air permit allows it to emit up to 25 tons of emissions each year. It cannot exceed more than 25 tons. The Department of Aviation hired a third party firm to conduct air quality modeling to determine the projected annual amount of emissions from the new facility with two tanks. The emissions are projected to be 3.6 tons of VOCs each year.</p> <p>The VOC emissions from the tanks and fuel delivery process dilute past 200 feet, preventing them from traveling into the nearby neighborhood.</p>
Is the position of the Department of Aviation that the emissions from the proposed jet fuel tank farm will be too far away to be harmful to the residences?	
What does it mean that it only allows 25 tons of VOC each year, for people who don't understand?	
Did the air quality study include the burning of the fuels by the aircraft? How does this site compare to other similar sites in terms of air quality? Also have you checked for nano particles that may carcinogenic or compared cancer data in relation to living near the airport?	<p>The recently conducted air quality study modeled emissions for the fuel facility and did not include aircraft operations.</p> <p>The new site will emit less emissions compared to the current site because aircraft refueling trucks will continue to use the existing site. The new facility will only receive and store fuel from fuel tanker trucks.</p>

	<p>Volatile Organic Compounds, or emissions, do have known carcinogens, and are found throughout Austin in places like gas stations from pumping fuel, on roadways, highways and parking lots from vehicle tailpipes.</p> <p>Airline operations, like idling aircraft, also emit VOCs. The Department of Aviation continues to work collaboratively with our airline partners to address environmental concerns.</p>
Question Theme: Air Quality – TCEQ Permit	
<p>How is Air Permit classified at TCEQ?</p> <p>How is it listed so that one can review it?</p>	<p>The facility's air permit is an Air Permit by Rule. According to Texas Commission on Environmental Quality, "A permit by rule is the state air authorization for activities that produce more than a de minimis level of emissions but too little for other permitting options."</p> <p>The facility's Air Permit by Rule is 30 TAC §106.472.</p>
Question Theme: Alternate Sites	
<p>Do you have alternate possible site if council and community don't support this project at current site?</p> <p>If the City Council directed Dept. of Aviation to put the jet fuel tank farm elsewhere away from the residences, would it find another location?</p> <p>Instead of showing third party alternative sites donot work, why not show alterantive sites that can work assuming areas of airport needs can be moved as well?</p>	<p>The site was selected through the Master Plan process, which identified areas for 61 total projects that will support our community and Central Texas as we continue to grow in population and meet the needs of air travel, air cargo, and airport business partners.</p> <p>The Master Plan process carefully selected sites for projects through the guidance of expert airport planners, FAA design standards, the City of Austin Land Use Code (LDC), and planning best practices, which included examining environmental safety and community compatibility.</p> <p>If directed by the Austin City Council to identify a new location, the City of Austin Department of Aviation would need to begin a new alternatives analysis and re-start all of the previously conducted required environmental and airport utilization studies, significantly delaying the much-needed project.</p>

	<p>Studies and analyses would need to be undertaken to determine which 2040 Master Plan project could utilize the proposed site, meaning more prominent, more disruptive operations could eventually be located in the area.</p> <p>Site planning and construction documentation would also be required. This process could take more than three years to complete, even before construction begins. As the airport and City of Austin attract new airlines, new services, and new nonstop destinations, AUS has experienced a dramatic increase in passenger travel and is already behind the airport industry average for aircraft fuel supply.</p>
Question Theme: Alternate Sites – Expand Current Site	
Why aren't you putting additional tanks at current site?	The current site was not selected for expansion because it is incompatible with long-term plans and future development and does not support hydrant fueling operations.
If the jet fuel situation is as much of an emergency as the Department of Aviation is stating publicly, why would it not be much faster to add tanks to the existing site than wait the 2-year construction period for the new tank farm? And why was this "emergency" never mentioned before?	<p>When the airport constructs a third runway, the existing facility will be demolished to make room for a new taxiway.</p> <p>AUS was one of the fastest-growing airports in the nation in 2019 and has recovered from the COVID-19 pandemic impacts to air travel faster than expected and a rate higher than other airports. As the airport and City of Austin attract new airlines, new services, and new nonstop destinations, AUS has experienced a dramatic increase in passenger travel and is now behind the airport industry average for aircraft fuel supply. The need for a new fuel facility was first presented to the public four years ago in 2018 with the development of the 2040 Master Plan.</p>
Where are current fuel storage facility? Barbara Jordan. Why not expand at current site?	<p>Expanding the existing site will not expedite the project and will cause delays. A new environmental assessment would need to be done. New designs would also have to be created before starting two years of construction.</p>

Question Theme: Alternate Sites – South East	
Why not built tanks south east of airport and north of Richard Moya Cnty Park where it's less populated	Airport land southeast of the Barbara Jordan Terminal and north of Richard Moya Park is an environmentally sensitive area that contains Onion Creek and the 100 year flood plain. This facility cannot be built in or too close to the creek or flood plain.
Why not build the tanks S.E of the airport and North of Richard Moya county park where there is no housing or populated?	
Why isn't the fuel tanks situated southeast of the airport in north of Richmond county Park there's no housing it's not a populated area?	
Why not place the tanks elsewhere there is plenty of room around Richard Moya park where there is nothing yet?!	
Question Theme: Community Engagement & Project Notification	
What community engagement has been done in the proposed location?	Information about the fuel storage facility project and the selected site was included in outreach and community engagement efforts in 2018 when the airport announced and informed the greater Austin community about the future of AUS, the 2040 Master Plan. Four Public Workshops were held before the Master Plan was finalized in 2019. The workshops were promoted on the airport’s website, invitations were mailed to nearby residents and businesses in coordination with the District 2 Council office, and yard signs publicizing the workshops were put up in nearby neighborhoods. In 2021, The City of Austin also sent mailed notices to property owners within 500 feet of the center of the site during the construction permitting process. can we add language to explain why 500 feet? The City of Austin Department of Aviation joined District 2 Council staff in October and November 2021 for two community meetings, which were attended by McCall Lane and Colorado Crossing residents. Information about the project, the 2040 Master Plan, long-term airport
What kind of notification was given to immediate neighborhoods west of 183 at current proposed sight? Have you met with HOA’s?	
What council members approved this? Why were immediate businesses or neighborhoods not properly notified that this was even being proposed at current site.	

	development plans, the fuel facility's selected location, safety features, layout, and design were presented.
Did the Aviation Dept PIO send notifications of today's public meetings to the residents within the 500 ft of the proposed site and the neighborhoods that are adjacent to McCall Lane and Seeling Drive??	The Department of Aviation sent English and Spanish mailed notifications for the January 29 th Community Information Meetings to 1,000+ addresses of nearby homes and businesses, including to the homes on McCall Lane and Seeling Drive. These invitations were postmarked on January 12, 2022.
Question Theme: East Austin Gasoline Tanks	
Is the City of Austin Aviation Department aware of the hazardous impact to residents in close proximity of the Gasoline Tank Farm that was previously located in East Austin (Springdale Rd/Airport Blvd)? Why would the City of Austin want to create a similar situation by placing a jet fuel tank farm in close proximity to residential areas?	Through robust environmental affairs and sustainability programs, thoughtful airport planning and design best practices, and partnership and strong collaboration with federal, state, and local agency partners, AUS is committed to addressing environmental concerns. The AUS jet fuel storage facility is very different from a gasoline fuel tank facility. The spill prevention, monitoring and design are dissimilar to the gasoline tank farm.
Are you not familiar with the tanks that were on Airport St and the toll it took on the health of the residents just as it will on us?!	The new jet fuel storage facility is designed to be a safe, and secure to store fuel, with robust policies, plans, and technology to prevent and minimize environmental impacts. The proposed tanks are located further from the closest homes than the East Austin gasoline tank facility; the proposed project stores Jet-A fuel, not gasoline; Jet-A fuel is inherently less flammable and safer to store than gasoline. Safety is a top priority for the facility's operations. The new site will have safety and security features to prevent and respond to fires and prevent leaks.
Question Theme: Environmental Assessment	
How did AUS and consultants sign off on no environmental equity issues in FAA application?	The Department of Aviation, AUS airlines and consultants prepared an environmental assessment and presented it to the

	Federal Aviation Administration. The FAA approved the assessment.
What environmental assessments have been done at the proposed site?	A Focused Environmental Assessment (EA) was done by an independent consultant, as required by the National Environmental Policy Act (NEPA), and guided by the Federal Aviation Administration (FAA). This EA documented and evaluated the environmental impacts resulting from the fuel storage facility and was approved by the FAA on April 8, 2020. In 2022, the Department of Aviation hired a third party firm to conduct air quality modeling to determine the estimated annual emission rate from the new facility.
Did the environmental assessment cover potential health impacts of fuels vapors on nearby residents?	
In reviewing cumulative impacts, was noise, traffic, & current fuel storage facility included in the cumulative impact review?	The previously conducted environmental assessment evaluated 21 resources categories, including noise and social impacts relating to modifying the US 183 & Metropolis Drive interchange. The assessment did not review the existing facility.
Are the Sign In Sheets from the Public Meetings during NEPA process available for public viewing?	A public meeting was not held for the previously conducted environmental assessment.
Question Theme: Federal Aviation Administration (FAA)	
FAA regulates most development at AUS. Please ID types of development , related to this project not covered by FAA.	All 61 Master Plan projects, including the Fuel Facility, were approved by the Federal Aviation Administration through their review and approval of the full AUS Master Plan, which includes proposed locations for all 61 projects. Additionally, the FAA reviews and approves our Airport Layout Plan. The FAA Reauthorization Act of 2018 limited FAA airport layout plan and NEPA reviews based on the development’s potential impacts to aircraft safety, federal funding and prior federal investments. This law is often referred to as Section 163.
Was FAA aware that the proposed new fuel storage facility was within feet of residential area?	
Question Theme: Fuel Trucks and Fuel Delivery	
100 trucks per day (24 hrs) that’s 1 truck every 25 minutes traveling in and out of the facility, is that correct? What mgmt practices will be in place?	100 trucks is estimated at phase 2 approximately 15 years from today. The fuel facility operator, Menzies, partners with fuel delivery truck companies to receive fuel from a fuel site in Smithville. Trucks will come in from Smithville by Highway 71 and will access the facility from US 183. To manage fuel trucks entering and exiting the facility, a 4 th traffic signal will be constructed at the US 183 and Metropolis Drive intersection.
How many jet fuel tanker trucks will come into and out of the proposed jet fuel tank farm each day?	
Who will be held accountable if any of the transportation trucks leak or exploded near the residential area? Are you aware there is	

a school & veteran's clinic very close to the chosen site?	The site will have a dedicated right-of-way entrance and exit.
Fuel starts in Houston to Smithville? Protections from origin to drop off Smithville. Drop Off Smithville to Austin Bergstrom?	During Phase 1 operations with two tanks, it is estimated that approximately 60 trucks per day will service the site. Long-term plans for Phase 2 operations, with four tanks, will have approximately 80 – 100 trucks per day.
What routes to fuel transport trucks use to supply the existing facility, and what routes would be used to supply the proposed new facility? How many more trucks per day will be needed?	According to the latest available data from Texas Department of Transportation, this section of US 183 sees a daily vehicle volume of approximately 44,950 vehicles.
Does having on 183 poses a danger to traffic and neighborhoods across the highway?	An increase in approximately 60 – 100 additional vehicles is .001% - .002% of the traffic volumes.
Aviation Dept has stated that it would require 64 fuel trucks per day (and up to 80-100 fuel trucks per day) entering off of 183 at the Metropolis Drive light. This is also in very close proximity to McCall Lane & Seeling Drive neighborhood. What is the safety impact to residents and autos travelling on 183 ??	
Did TX DOT do community stakeholder outreach for entrance to jet fuel facility?	The Department of Aviation is not aware of any community outreach conducted by TxDOT for this project.
Question Theme: Permitting and Regulations	
Can you please share which pre-construction permits from the City of Austin, TCEQ, and FAA that you have already secured, and which ones are still pending? Thank you.	<p>Permits that have been secured include a site permit from the City of Austin Development Services Department; an Air Permit by Rule from the Texas Commission on Environmental Quality; an approved FAA National Environmental Policy Act Environmental Assessment.</p> <p>Additional permits that will be secured by the time the site is operational include Spill Prevention Control and Countermeasure Plan; Facility Response Plan; Hydrostatic Test General Permit; TxDOT Highway 71 Access Permit; Austin Fire Department Hazardous Materials Storage Permit.</p> <p>The site will also need a Construction Safety Phasing Plan and a Texas Pollutant Discharge Elimination System permit prior to construction.</p>

Will you ID TSA regulations covering safety and security related to this project?	Title 49 of the Code of Federal Regulations, Subtitle B, Chapter XII, Subchapter C, Part 1542 – Airport Security is the federal regulation that describes aviation security rules.
Can you better describe your Spill Prevention Control and Counter Measure Plan.	The Spill Prevention Control and Counter Measures (SPCC) is a plan that meets federal standards guided by the Environmental Protection Agency and is certified by a professional engineer (PE). The SPCC plan must be prepared before the facility is operational and the airlines must be prepared to present it at any time for an audit by the airport and by the federal government.
Question Theme: Project Approvals	
What council members approved this?	The Austin City Council approved the AUS Master Plan in 2018. The Master Plan identifies 61 different projects, including their proposed locations, that support the airport’s modernization, growth and improvements over the next two decades. Construction of the facility can begin without the approval of City Council.
does this require city council approval?	
Question Theme: Facility Safety	
Is it possible there could be leaking from the tanks?	The facility is designed to prevent and effectively detect and respond to leaks in the unlikely event they occurred. A corrosion detection system warns operators long before a leak could occur. High and low level sensors warn operators of potential fuel level issues. An auto shut-off valve is activated if the tanks reach too high of a fuel level. The facility is built on top of concrete, which prevents any spills from reaching soil. The tanks sit inside of a lined containment structure which provides extra protection if a leak ever occurred. Annual inspections are conducted to verify the tanks are structurally secure and that the site is safe.
What would happen if lightning strikes the fuel tank farm?	If lightning were to strike the facility, a lightning protection system channels and collects energy from lightning strikes and safely distributes it into the ground. The FAA requires all airports to suspend operations, including fueling, when lightning is within 5 miles of the airport.
Can a jet fuel tank catch fire if struck by lightning?	
The Department of Aviation has stated that the jet fuel tank farm is safe; what about past jet fuel tank farm fires in other airports in the United States?	Safety is a top priority for the facility’s operations. The new site will have safety and security features to prevent and respond to fires and prevent leaks. Jet-A fuel has low volatility and low combustibility compared to gasoline, which means that Jet-A fuel does not ignite or catch fire easily. The design of the new AUS fuel storage facility is equipped with state-of-the-art fire prevention and response technologies and protocols, including:

	<ul style="list-style-type: none"> • Bonded tanks to ensure static electricity doesn't spark a fire • A foam fire suppression system that automatically deploys when a flame is detected • Temperature controlled tanks designed to deflect heat • The FAA requires all airports to suspend operations, including fueling, when lightning is within 5 miles of the airport. The tanks will also have a lightning protection system that channels and collects energy from lightning strikes and safely distributes it into the ground. • The Austin Fire Department's Aircraft Rescue and Firefighting personnel are stationed at the on-airport fire station and regularly train to respond to the airport and aircraft-specific emergencies. The facility staff will also be trained in deploying fire suppression devices. • The new site will be staffed 24/7, with security and a CCTV system, security lighting, and a security-controlled access gate.
With the environment and global warming what will happen if these tanks explode, due to extreme heat?	It is unlikely the tanks would spontaneously explode. Jet-A fuel has low volatility and low combustibility compared to gasoline, which means that Jet-A fuel does not ignite or catch fire easily.
Question Theme: Site Selection – Criteria	
Where are all the possible locations for the site? What are the qualifications for the site?	<p>The site was selected through the Master Plan process, which identified areas for 61 total projects that will support our community and Central Texas as we continue to grow in population and meet the needs of air travel, air cargo, and airport business partners.</p> <p>The Master Plan process carefully selected sites for projects through the guidance of expert airport planners, FAA design standards, the City of Austin Land Use Code (LDC), and planning best practices, which included examining environmental safety and community compatibility.</p> <p>The City of Austin Department of Aviation will have to develop the land on the southwest side of the airport, located along US Highway 183, to meet the demands of travelers and the requirements of the FAA on the limited space available. When considering this, it was essential to select a project for that site that would have the highest community compatibility. The jet fuel storage facility was chosen for the site because it allows the airport to develop the land without bringing a more extensive, more disruptive operation to the site.</p> <p>Alternative sites were evaluated based on these questions:</p>
What was the decision-making matrix for selecting the proposed site? Were any other sites considered? What factors did the Department of Aviation take into account to determine that benefits of propose location overcame any concerns about the proximity of the location to the closest residence?	
What is the decision matrix for location of fuel tanks?	
Where are all the possible locations for the site? What are the qualifications for the site?	

	<ul style="list-style-type: none"> • Does this site impact environmentally sensitive areas? <ul style="list-style-type: none"> ○ Flood plain; archeological sites; Onion Creek • Is this site already dedicated to another project? <ul style="list-style-type: none"> ○ Third runway; new gates; midfield concourses; airfield infrastructure • Is the site compatible with the City of Austin Land Development Code? • Can we connect this site to the existing facility? • Is this site already being used? • Will this site work with future hydrant fueling plans? • Are there impacts to drainage operations? • How would this site impact overall fuel operations? • Does this site meet FAA design criteria standards? <p>The 2040 Master Plan was designed using a process that emphasizes the most efficient use of the available space with the lowest impact.</p>
Question Theme: Project Need	
How is need for new jet fuel tank farm relevant to the selected site? Doesn't this apply to any site?	A new fuel storage facility with more capacity is needed at AUS to meet near, and long-term growth as airlines expand their service. The current facility is the original two-tank facility that opened with the airport in 1999. At that time, just over 3 million passengers flew out of AUS.
Fuel tanks what benefit is it for Austin tx	<p>The year before the impacts of the COVID-19 pandemic, AUS set a new annual passenger record: 17,343,729 people traveling through the airport in 2019. The airport forecasts a return to 2019 passenger volumes in 2022.</p> <p>Most airports average a <u>5–7-day fuel supply</u>, and AUS currently has a <u>2–3-day supply</u>, which doesn't account for expanded air service this spring or any future new flights.</p> <p>The need for a new fuel facility was first presented to the public four years ago in 2018 with the development of the 2040 Master Plan.</p> <p>The proposed site is the best fit because, doesn't conflict with future airport development, like a third runway, realigned taxiways, cargo operations, general aviation operations, new midfield concourses, and is compatible with land-use code.</p>

	It will utilize the existing fuel storage facility to provide a safe, reliable fuel source for airlines operating at AUS. The two facilities will connect through an underground transfer line.
Question Theme: Site Selection – Community Compatibility	
Did the analysis of alternate sites consider the impact to neighborhoods in close proximity (less than 500 ft) and future housing development since this is a desired growth corridor??	<p>The Department of Aviation aims to leverage and optimize every square foot of available space to safely and efficiently deliver projects in a way that balances all of our competing needs to support airport operations.</p> <p>The Department of Aviation will have to develop the land on the southwest side of the airport, located along US Highway 183, to meet the demands of travelers and the requirements of the FAA on the limited space available. When considering this, it was essential to select a project for that site that would have the highest community compatibility. The jet fuel storage facility was chosen for the site because it allows the airport to develop the land without bringing a more extensive, more disruptive operation to the site.</p> <p>The City’s land-use code sets the standards for a development’s compatibility with nearby properties. The selected site meets the applicable land use code requirements.</p> <p>The stated 500’ is a notification process by the City of Austin. Please verify</p>
Your Future Long Term Development goals include to "protect the Long Term Economic Benefits derived from Airport Operation." How did you weigh that goal vs. protecting affected neighbors?	
What consideration was given to an alternate location for the construction and future operation of this fuel storage facility on the eastern side of the airport property where the potential negative health and safety impacts to area residents would be minimized significantly?	
Why wasn't it taken into consideration that there are residents who live across the street from the proposed site?	
Did COA consider the effect on close neighborhoods of the proposed location? In other words, was there a specific decision made where other considerations overrode the impact on close neighbors?	
Question Theme: Site Proximity to Nearby Businesses, Homes	
The Department of Aviation has stated that the jet fuel tank farm is 900 feet from the closest resident, but that is only measuring from the middle of the site. The actual jet fuel tanks will be 430 feet from the closest resident. Isn't the 430 feet number the relevant number?	<p>The approximate center of the site is more than 1,000 feet from the closest home.</p> <p>Distances from the furthest edge of tanks to closest edge of a structure, not the property line:</p> <ul style="list-style-type: none">• Tank 1 is 622 feet from the nearest businesses and 743 feet from the nearest home• Tank 2 is 522 feet from the nearest businesses and 640 feet from the nearest home• Tank 3 is 446 feet from the nearest businesses and 558 feet from the nearest home• Tank 4 is 390 feet from the nearest businesses and 488 feet from the nearest home
What is the industry standard for distance from fuel tanks to residential?	
As an environmental impact is complete and assumes that jet fuel at 430 feet from residential is acceptable, at what distance	

is jet fuel unacceptable proximate to residential?	<p>There is no Federal Aviation Administration standard for how close a fuel facility can be constructed near a residence.</p> <p>The City’s land-use code sets the standards for a development’s compatibility with nearby properties. The selected site meets the applicable land use code requirements.</p>
Question Theme: Site Plan	
Why is the COA- Aviation Department denying Mr. Ron Thrower and the community access to information requested? I understand there are some thing's the COA can not reveal due to terrorism but we the residents have the right to know so we too can protect our families' health & environment. What do we have to do to get that info?	<p>Airports are considered critical infrastructure. Security-sensitive information about specific sites and operations is not available for public review.</p> <p>Information about the public notice efforts in support of the Master Plan is available to the public for review.</p>
What possible homeland security issues are present to prohibit the release of mailers, notifications, etc. relating to information about the public about the Master Plan or Site development permit application?	
Question Theme: Sustainable Aviation Fuel	
Is the COA Aviation Dept. aware of the benefit for improved air quality and a reduction in CO2 emissions by having airlines transition to bio-aviation fuel? If yes, can this benefit be quantified and shared with the public?	<p>Bio-aviation fuel, or Sustainable Aviation Fuel (SAF) is not yet widely used by commercial aircraft. AUS accepted the first-ever delivery of SAF last year in partnership with Signature Flight Support. SAF is now offered to Signature customers. This is an emerging and evolving transition from traditional fuels in the airline industry that AUS will continue to explore and support airline partners in.</p> <p>The new storage fuel facility is designed for Jet-A fuel, not SAF.</p>
When bio-aviation fuel is stored can the tanks only be used for storing this fuel, which is different from jet fuel? If yes, will the new airplane fuel storage site have one or more tanks that can be filled with bio-aviation fuel?	<p>The Master Plan provides information about alternative fuels used to support airport operations. The use of SAF falls under airlines operations and is not included in the Master Plan.</p>
Is there mention of promoting bio-aviation fuel by the COA Aviation Dept. in the AUS Master Plan?	
Question Theme: Other	

Are there plans to acquire property at McKinney and Rte 183 on the west side of 183?	The Department of Aviation does not currently have plans to acquire that property.
Are fees to be increased to existing taxis, transportation companies?	This project will not increase any fees to taxis or transportation network companies and will not impact their operations at the airport.
Is there an a evacuation plan for the neighbors and adjacent business?	While the Department of Aviation does not create neighborhood evacuation plans, the Department does maintain an Airport Emergency Plan, an Interagency Aircraft Accident Response Plan and an Irregular Operations Plan. The Department coordinates with the Austin Fire Department for response and evacuation if needed.
when will construction begin and how long will it take?	Construction is scheduled to begin in spring 2022 and will take approximately two years.
how many tanks to be built / and storage capacity ?	Phase 1 of the project will construct two 1.5 million gallon tanks that will be 48 ft. tall and 80 ft. wide. Phase 2 of the project will occur approximately in 15 to 20 years and will construct two additional tanks.
Why were the public meetings not held at a space near the neighborhoods (well known to residents) with easy access and parking for the residents/stakeholders who would like to attend?	The Department of Aviation selected an on-airport location for the community meetings so that the Department could oversee and implement robust COVID-19 health and safety protocols. The meetings were hosted in the Planning and Development Building, which is located 0.2 miles off Highway 71, 2.6 miles from the US 183 and McCall Lane intersection and has free parking in the building's parking lot. The building is .02 miles away from the closest Capital Metro bus stop.
Have there been other jet fuel tank farm fires at other airports in the past?	In 2011, Miami International Airport experienced a fuel facility fire and in 1990 Stapleton International Airport, the former municipal airport in Denver, CO, experienced a fuel facility fire. Both fires were results of mechanical failures.
Why are surrounding land uses not shown on the Airport Master Plan?	The 2040 Master Plan includes two maps relating to land use – an Existing Airport Land Use Plan and a Future Airport Land Use Plan. Both maps show surrounding land uses.

Meeting Materials

[Community Information Meeting Presentation](#)

[Alternative Sites Analysis](#)

[New Site Renderings](#)

[Fuel Facility Video](#)

[Project FAQ Sheet](#)

[AUS Fact Sheet](#)

[Environmental Assessment Document](#)