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25 **WHEREAS**, the ABIA Fuel Farm EA’s Proposed Action is in two phases:
26 (1) an expansion within the footprint of the existing fuel farm involving an
27 additional interim fuel delivery truck offload rack and a new ground service
28 equipment fuel service station, consisting of two, separate 10,000-gallon above
29 ground tanks, one for diesel and one for gasoline, and (2) development of the fuel
30 farm in on the west side of the existing runway, consisting of two 1.5-million-
31 gallon fuel storage tanks, new offload racks, and supporting infrastructure and
32 equipment;

33 **WHEREAS**, the ABIA Fuel Tank EA’s Proposed Action specifically states
34 that “[t]he existing fuel tanks will remain in operation until airfield improvements
35 require them to be removed”;

36 **WHEREAS**, on October 30, 2018, during a regular Council work session
37 meeting, City Council was presented with an Airport Layout Plan graphic, but not
38 a draft of the 2040 Master Plan guidebook, which includes a discussion of
39 alternatives analyzed, among other topics;

40 **WHEREAS**, the Airport Master Plan was published in December 2018;

41 **WHEREAS**, the Airport Master Plan included an alternatives analysis that
42 considered only one scenario to plan for aircraft fueling: expansion of the existing
43 fuel farm area that will provide capacity for the next 20 years; beyond the 20-year
44 time horizon, to relocate the fuel facility to the west side of the airport;

45 **WHEREAS**, the Airport Master Plan considered that the existing fuel farm
46 will only need to be relocated when the third parallel Runway 17C-35C is
47 constructed in the future, and the latest Airport projects underway do not yet
48 include design or construction of the third runway;

49

50 **WHEREAS**, the Airport Master Plan states in the alternatives analysis that
51 “this environmental evaluation is intended to support the master planning process
52 and does not assess potential environmental impacts at the NEPA level;”

53 **WHEREAS**, neither the Airport Master Plan nor the ABIA Fuel Farm EA
54 considered any other alternative locations to which to relocate the fuel facility
55 other than the west side of the airport;

56 **WHEREAS**, the Airport Master Plan acknowledges that the community
57 closest to the proposed fuel farm is considered an Environmental Justice (EJ)
58 community and that future studies would be required to determine the potential
59 impacts of airport development activities on EJ communities per Executive Order
60 12898, which requires all federal agencies to consider whether their programs,
61 policies, and activities would have disproportionately high and adverse human
62 health or environmental effects on minority and low-income populations;

63 **WHEREAS**, the EA failed to conduct the EJ analysis required by Executive
64 Order 12898, and instead summarily concluded that environmental justice impacts
65 are not anticipated because the fuel farm relocation project will be contained
66 primarily on airport property;

67 **WHEREAS**, EPA guidance documents recognize the need for meaningful
68 engagement with the affected community, particularly where those communities
69 are EJ communities, before decisions are made regarding a development that may
70 affect those communities;

71 **WHEREAS**, “meaningful engagement” with the affected community
72 generally includes early and consistent engagement with the affected community

and ensures that: (1) the potentially affected populations have an appropriate opportunity to participate in decisions about a proposed activity that may affect their environment and/or health, (2) the population's contribution can influence the proposed decisions, and (3) the concerns of all participants involved will be considered in the decision-making process;

WHEREAS, the affected community was not meaningfully engaged before the EA was prepared for the proposed relocation of the fuel farm;

WHEREAS, the Airport is currently subject to ABIA Development Ordinance 20120628-014, which grants specific variances to City code related to development within the Critical Water Quality Zone and Water Quality Transition Zones;

WHEREAS, in October 2013, City Council approved a new Watershed Protection Ordinance with the intention of improving creek and floodplain protection and simplifying development regulations by minimizing the impact on the ability to develop land within the City of Austin;

WHEREAS, the current ABIA Development Ordinance took effect July 9, 2012, meaning the Airport is not subject to the 2013 Watershed Protection Ordinance;

WHEREAS, the ABIA Development Ordinance requires administrative review and approval at least every ten years, and the Airport Master Plan recommended that prior to significant construction of projects identified within the first phase of implementing the Master Plan, ABIA modifies the current development ordinance to take into account the latest Watershed Protection Ordinance and other relevant provisions in City Code;

97 **WHEREAS**, it is essential that we understand the legacy of environmental
98 injustice and racism associated with historical major oil company gasoline tank
99 farm locations in East and Southeast Austin; and

100 **WHEREAS**, the City of Austin and AUS are desirous of providing
101 information to the residents of Southeast Austin related to the Jet-A fuel storage
102 project, to support the City's commitment to preserving environmental altruism;
103 and

104 **WHEREAS**, communities of color disproportionately experience the
105 impacts of environmental injustices leading to health risks; and

106 **WHEREAS**, the Strategic Direction 2023's Mobility Strategy supports the
107 need to "ensure our transportation network optimizes community safety, including
108 street safety, emergency response, flood risk, disaster resiliency, and public
109 health"; and

110 **WHEREAS**, the Strategic Direction 2023's Health & Environment Strategy
111 supports the need to "promote healthy living and well-being with a particular focus
112 on areas and communities with high rates of chronic disease and high-risk
113 behaviors who lack access to services"; **NOW, THEREFORE,**

114 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

115 The City Manager is directed to instruct the Department of Aviation to
116 execute and oversee the following:

- 117 (1) Strike authorization from the 2020 ABIA Fuel Farm EA to relocate
118 the fuel facility to the west side of the Airport and until further
119 authorization, limit all expansion of fuel storage to the current
120 footprint only;

- 121 (2) Identify at least three possible alternative locations to where the fuel
122 facility could be relocated in phase two of the implementation, not
123 including the west side location identified as the Proposed Action in
124 the 2020 ABIA Fuel Farm EA;
- 125 (3) Prepare a preliminary draft Environmental Assessment considering
126 these possible alternative fuel facility locations for purposes of
127 receiving public input;
- 128 (4) Include in the EA a robust environmental justice analysis with the
129 contribution from the City of Austin's Equity Office and local
130 Environmental Justice experts;
- 131 (5) Provide for robust City of Austin-led public participation, including
132 meaningful engagement with the affected communities, on the
133 preliminary draft EA, and
- 134 (6) Bring back to this Council for approval, the Proposed Action
135 alternative, prior to publishing the EA for notice and comment
136 pursuant to NEPA.

137
138 ADOPTED: _____, 2022

ATTEST: _____

139 Myrna Rios
140 City Clerk



Roy Waley voices his opposition to the airport's planned jet fuel tank depot during a community meeting Monday at the Travis County Precinct 4 offices. Residents are concerned about the tank farm site, which is set to be within walking distance of people's homes in Southeast Austin. PHOTOS BY MIKALA COMPTON/AMERICAN-STATESMAN

Residents decry jet fuel tank farm



People attending a meeting Monday cited environmental and health worries about Austin-Bergstrom International Airport's planned location for a jet fuel tank farm.

Airport urged to find different site

Natalia E. Contreras Austin American-Statesman | USA TODAY NETWORK

More than 40 people packed the Travis County Precinct 4 courtroom Monday night to demand that the city of Austin and Austin-Bergstrom International Airport move the site of a new airport jet fuel storage facility away from nearby homes or businesses.

One of the attendees, 75-year-old Gilbert Rivera, said he and his family had lived in East Austin near Springdale Road and Airport Boulevard in the early 1990s, right across the street from a similar fuel tank farm.

Six oil companies stored enough gasoline at the tank farm — located in a predominantly Latino and Black neighborhood — to fuel all of Austin, he said.

More inside

Map: Planned fuel tank depot. **9A**

Some of Rivera's family members, including his grandmother, died from health complications related to exposure to

See TANK FARM, Page 9A

Tank farm

Continued from Page 1A

pollutants, Rivera said. At the time, those tank farms were emitting what activists and some public officials considered dangerous levels of pollution into the ground, water and air.

On Monday, Rivera, who still lives in East Austin, feared history was repeating, but this time in Southeast Austin.

"My family could not grow vegetables; the trees were dying; children had constant coughs, rashes all over their bodies. Families were having trouble breathing; my family lived that every single day," Rivera said. "When I hear more plans for tank farms, what that tells me is that the city of Austin is more interested in making money than saving lives. We are in a situation where we are fighting for our lives."

The meeting Monday was organized and moderated by Southeast Austin residents who would be most affected by the construction of the jet fuel facility, which is set to be located on airport property along U.S. 183 between McCall Lane and Metropolis Drive.

Austin Mayor Steve Adler, City Council Member Vanessa Fuentes and Airport CEO Jacqueline Yaft joined other city officials who attended the meeting and listened to residents' concerns.

Austin airport's planned jet fuel tank farm

The planned above-ground jet fuel storage facility is part of an ongoing expansion at the airport. The facility is planned to have two tanks each storing 1.5 million gallons of jet fuel.

Construction of the tanks is set to begin this spring and is expected to be completed within two years.

The fuel facility's location, which is within walking distance of some homes and businesses, was chosen because it met Austin's land development code standards and "is the safest, best fit". Also, "it doesn't conflict with future airport development, like a third runway, realigned taxiways, cargo operations, general aviation operations, new mid-field concourses," airport officials said during a presentation for Austin residents in January.

An environmental assessment was conducted for the planned facility, as required by the National Environmental Policy Act. The FAA approved the assessment April 8, 2020.

As of Tuesday, the airport did not plan to relocate the planned facility. Relocating the site would delay the project and cause further strain to fueling operations, airport spokesperson Sam Haynes said. A site feasibility and selection process would have to be conducted; design and permitting work would have to be redone; and a new Environmental Assessment would need to be conducted.

"We estimate this could delay the project by a couple of years," Haynes said in an email.

In a statement Monday night, airport officials told the American-Statesman the airport is committed to working alongside residents now and in the future.

"As a city-owned airport and a regional economic engine, (Austin-Bergstrom) is committed to supporting our community beyond meeting the region's air service needs," the statement reads. "Over the last several months, the airport has met and listened to airport-adjacent neighbors and community members who have questions about the new jet fuel storage facility."

Airport officials added that "listening and learning from our neighbors has led to changing the facility's design through improved decorative screening, third-party analysis, and validation of air quality data — and we are working with our airline partners to create a new air and water quality monitoring program that exceeds state requirements and will ensure the site is environmentally safe."

'Communities need to be at the table'

Residents from across the city and members of grassroots environmental justice groups — such as PODER, Earth Day Austin, Community Resilience Trust, 350 Austin, Austin Sierra Club and others — attended the meeting and spoke Monday in solidarity with McCall Lane residents.

The groups, along with about 22 people, have signed a letter in support of Southeast Austin residents protesting the planned fuel tank facility and its potential effect on residents' health and quality of life. The signatures will be sent to city officials in the coming days.

Austin "can't be saying that we want to fix and get rid of racism and that we want equity when we continue to build tank farms adjacent to low-income and communities of color," said Susana Almanza, director of PODER, short for



People hold signs opposing Austin-Bergstrom's planned jet fuel tank depot during a neighborhood meeting at the Travis County Precinct 4 offices on Monday. MIKALA COMPTON/AMERICAN-STATESMAN

"Hearing people's personal experiences dealing with environmental injustices here in Austin really brought home that we're talking about human lives. There's an upcoming briefing to the council. I am opposed to this (jet fuel facility) location, and I will make a more public statement about that later this month."

City Council Member Vanessa Fuentes

facility is relocated.

"I know it sounds like I am repeating myself, but if something does happen, if there's an explosion, who's going to be liable? Who is going to answer to us?" Carrillo said. "They're still not giving us answers about that."

What's next

Fuentes told the Statesman on Monday that she stands behind the residents and plans to take action on the planned jet fuel site.

"Hearing people's personal experiences dealing with environmental injustices here in Austin really brought home that we're talking about human lives," Fuentes said. "There's an upcoming briefing to the council. I am opposed to this (jet fuel facility) location, and I will make a more public statement about that later this month."

A City Council work session where council members will be briefed on the jet fuel storage facility is set for March 22.

The draft of the Airport's Environmental Assessment, which does not include the planned jet fuel storage facility because its assessment has already been approved by the Federal Aviation Administration, is available at speakup-austin.org/aus-ea.

Printable copies of the airport assessment are also available at the airport's Planning & Development Building; at Austin City Hall and at the Ruiz Branch Library.

The airport will host two public events for community members to learn more about the environmental assessment:

A virtual meeting will be held 6 p.m. March 23. A link for the meeting will be released at a later date. An in-person meeting will be at 10 a.m. March 26 at the Airport Planning & Development Building, 2716 Spirit of Texas Drive.

People Organized in Defense of Earth and her Resources. "Communities need to be at the table, and our voices need to be heard. We need to make sure that we don't repeat the racist legacy that happened to continue in East Austin."

In the early 1990s, PODER and the East Austin Strategy Team, a coalition of Black neighborhood associations, played a prominent role in closing the tank farm on a 52-acre site near Airport Boulevard and Springdale Road. It took 15 years of remediation before the site was deemed usable again.

PODER later lobbied the city to close a power plant in the Holly Street neighborhood in 2007 and to study East Austin zoning patterns.

'This is wrong'

Frieda Jones, 66, said she's been waiting for years to welcome her son and her grandkids to her home. She's lived on McCall Lane for 30 years, and she hopes to one day pass the property down to her loved ones.

On Monday, she told officials she fears not being able to stay at her home or pass it down to her family one day if the fuel facility is built.

"This is wrong. I don't want to move," Jones said. "I wish you would have taken consideration of our families and our lives."

The airport in January hosted two in-person meetings at the airport, and a virtual meeting to answer residents' questions related to the jet fuel facility.

Those meetings were set after a resolution approved by the Austin City Council in December and presented by Council Member District 2 Vanessa Fuentes called for more community engagement with affected residents. That resolution also called for an environmental study of the site, a list of alternative sites, and improvements in communicating the development plans with residents.

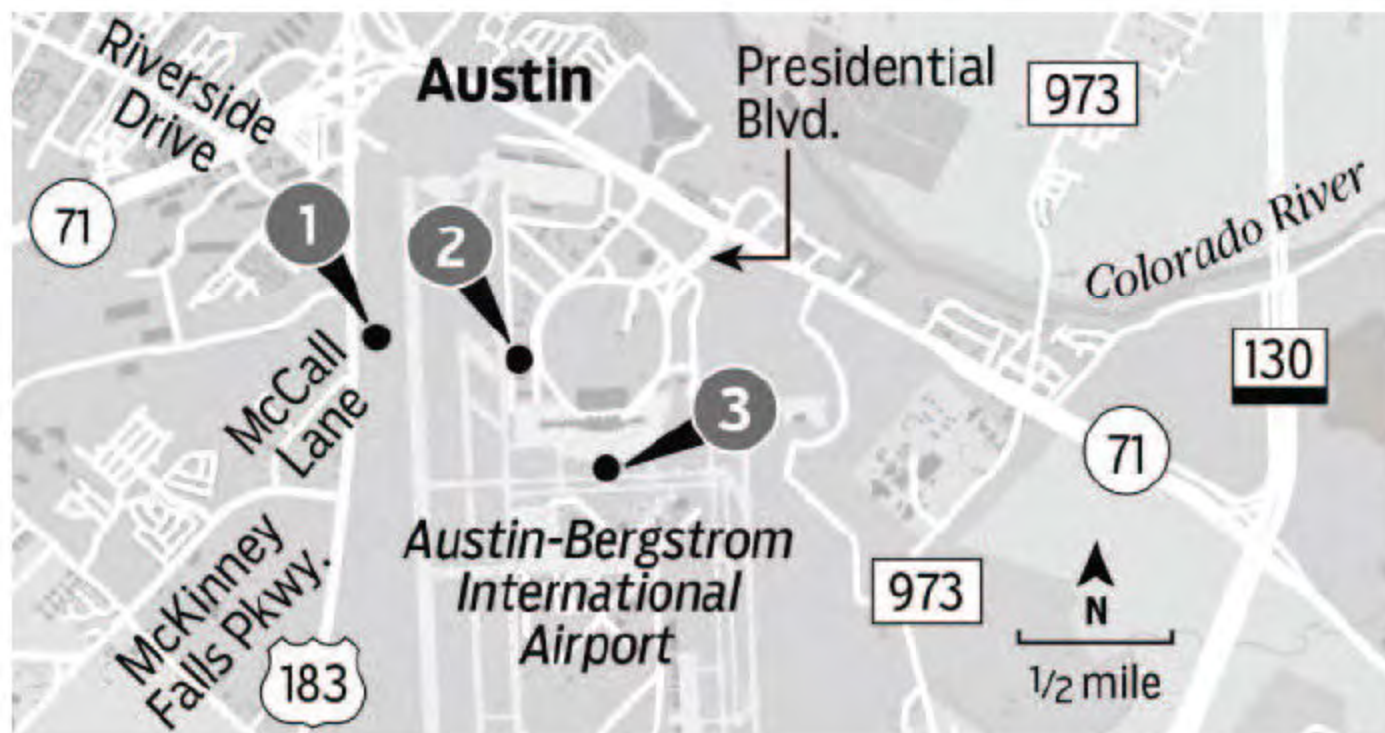
Some residents told the Statesman those meetings were not effective because some residents are elderly, did not have a way to get to the airport, or lacked the digital literacy and equipment to join the meetings online.

Amanda Carrillo, who lives on McCall Lane, called attention to the issue in October after she gathered more than 30 signatures from her neighbors in protest of the facility and delivered it to City Council members.

She moderated Monday's meeting and told the Statesman that she and her neighbors won't stop fighting until the

Planned fuel tank depot

Residents on McCall Lane in Southeast Austin are worried about plans for jet fuel tanks to be placed near their neighborhood.



1

Planned fuel tank farm

Jet fuel depot moved to outskirts of airport property

2

Current tank area

Tanks to be displaced by airport expansions

3

Midfield concourse

New concourse planned with more than 10 gates

Source: City of Austin

USA TODAY NETWORK



DID YOU KNOW?

City of Austin Aviation Department
is proposing to build a
Jet Fuel Tank Farm
on the Hwy 183 South property line
within 500 ft. from neighborhoods.

WHY IS THIS IMPORTANT?

- **6 Million gallons of fuel** will be stored in this tank farm
- **64 fuel trucks per day** will enter and exit storage facility at 183 and Metropolis Drive (80-100 trucks per day during peak travel season)
- Neighborhoods impacted are between Metropolis Drive, McCall Lane and McKinney Falls Parkway. (*McCall & Seeling Drive neighborhood/ Colorado Crossing Subdivision and adjacent neighborhoods, 1600+ residential properties*)
- Pushback from the community prompted City Council to order public meetings with residents and requested an analysis whether facility could leak toxic fumes. Public Meetings held on Saturday, Jan. 29, 2022 /Community Meeting held Mar. 7, 2022.
- Residents are concerned for their health and safety
- Property values may be decreased if tank farm is built on this site so close to neighborhoods

WHAT ARE THE NEXT STEPS?

- Council Member Fuentes bringing forward Resolution opposing proposed site.
- April 5, 2022 9:00a.m. Worksession of Austin City Council –discussion
- April 7, 2022 - Austin City Council Meeting – action on CM Fuentes' resolution

WHAT CAN YOU DO?

- Persons may submit comments and questions related to this project through the Speak Up Austin page (English or Spanish): www.speakupaustin.org
Click on **Sign Up + Speak Up**
- Send your comments via Email to the Austin City Council using the following link:
<https://www.austintexas.gov/email/all-council-members>
- Contact your City Council Members by phone requesting the tank farm be located away from neighborhoods (to east boundary of airport property)

Airport plan to store jet fuel within 500 feet of homes faces pushback

KUT 90.5 | By [Nathan Bernier](#)

Published January 13, 2022 at 5:01 AM CST



James Christenson/KUT

McCall Lane is located just west of Austin-Bergstrom International Airport. Some residents are concerned about plans to store up to 6 million gallons of jet fuel a few hundred feet from homes.

[Lee esta historia en español.](#)

Plans to store millions of gallons of jet fuel a few hundred feet from homes on McCall Lane is facing resistance from neighbors worried about their safety.

Officials with Austin-Bergstrom International Airport have said storing up to 6 million gallons of jet fuel poses virtually no risk to nearby residents, but the pushback prompted the City Council to order a fresh round of meetings with residents and an analysis of whether the facility could leak toxic fumes.



Burns & McDonnell/City Of Austin

This illustration of the jet fuel tank farm shows two 1.5 million gallon storage tanks, but the site is being constructed to accommodate up to four such tanks.

"We definitely want to be a good partner with our community and work with them," said ABIA CEO Jacqueline Yaft, who's among four finalists to lead Orlando International Airport and will be publicly interviewed next week. "We're happy to answer any other questions or concerns."



Patricia Lim/KUT

Amanda Carrillo is trying to raise awareness among her neighbors about a plan for a jet fuel tank farm at the airport.

But some airport neighbors say they feel as if their concerns have been ignored and that getting certain information about the project has been difficult.

"Many of my neighbors are not aware of anything," said Amanda Carrillo, a resident of McCall Lane who has been trying to raise awareness about the facility. "I feel like they're taking advantage of us because they know that we're minorities. We're Spanish-speaking, and [my neighbors] don't understand."

"What if it does explode? They say that it doesn't. But what if it does?" she said.

Airport says more fuel storage is critical

The tank farm would initially have a pair of specialized 1.5 million gallon jet fuel storage tanks with room for two more 1.5 million gallon tanks.

The tanks would be filled by trucks that drive in jet fuel from a facility in Smithville. The fuel would be piped underground from the tank farm to a facility where trucks that refuel planes are replenished.



Burns And McDonnell/City Of Austin

The original design for the tank farm was modified to include a fence that would partially obscure a view of the facility. The change was made with the intention of accommodating neighbors, an airport spokesperson said.

Long-term plans call for lines to go from the new facility directly to the Barbara Jordan Terminal, where each gate would be equipped with a hydrant to fuel planes.

The jet fuel tank farm is one of more than 60 projects that encompass a sweeping, multiyear [expansion](#) of Austin-Bergstrom International Airport based on a [long-range plan](#) approved by the Austin City Council.

Airport officials say the project is sorely needed. After an initial slump in air travel brought about by the pandemic, passenger growth has rebounded past 2019 levels. The airport recorded its busiest and second-busiest days ever last year. Officials expect the number of passengers and flights to double in 20 years.

"Most airports have five to seven days of fuel [stored]," Yaft said. "We have one to two."

Airlines are concerned about the amount of fuel stored at ABIA, she said, especially given the airport's growth trajectory. On busy days last year, at least three flights had to be diverted to refuel.

Airport staff provided a list of the storage facility's safety features, including:

- 24/7 staffing and monitoring of the site
- a spill-containment structure around the tanks with a corrosion detection system to alert operators to leaks in real time
- fire-suppression systems inside each tank
- inspections every three months by firefighters stationed at the airport
- tanks that withstand outdoor heat and keep the fuel temperature-controlled

The project includes an \$800,000 renovation of the intersection at [U.S. 183 and Metropolis Drive](#) where trucks would access the facility. Right now, 75 to 80 tanker trucks deliver fuel to the airport daily, with operations running almost around the clock.



City Of Austin Department Of Aviation

This map by airport officials illustrates where the fuel facility would be located. The map is rotated so that north is to the left and south is to the right.

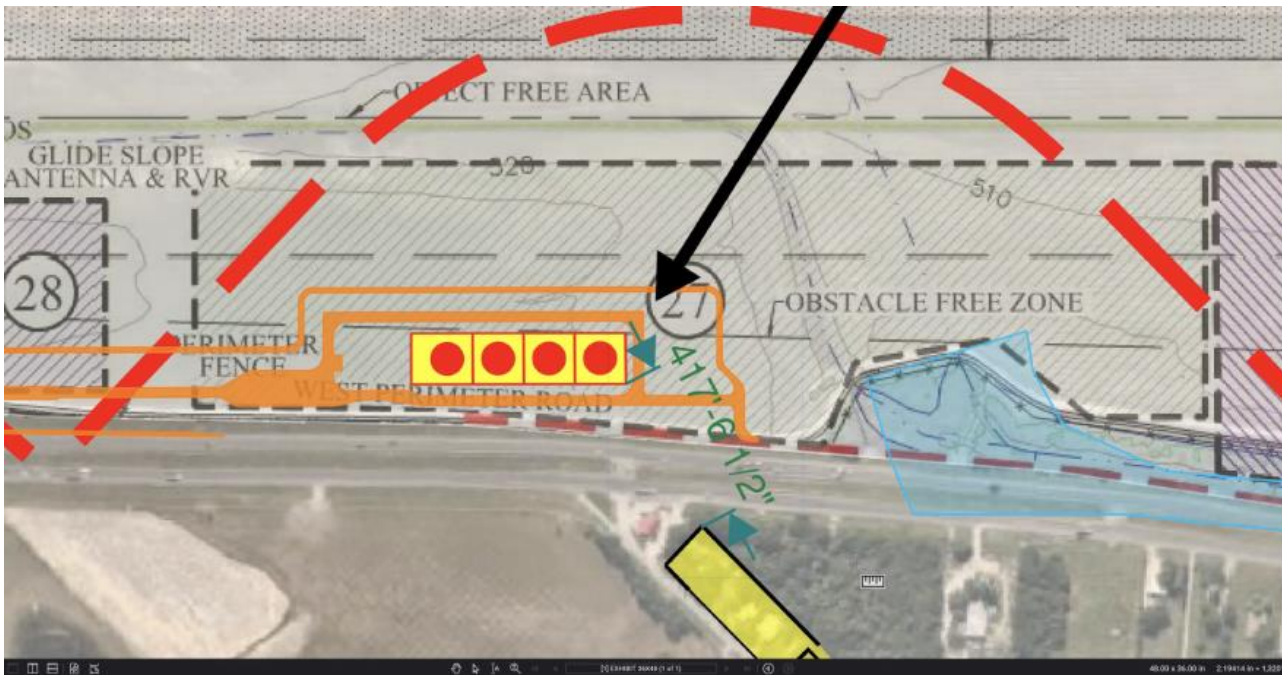
The tank farm project has already obtained federal, state and local approvals including a [finding](#) from the Federal Aviation Administration that the project would have no significant impact on air quality or pose health and safety risks.

However, the FAA said in a statement that the agency has no regulations or guidance on how far a fuel farm should be from properties outside the airport's perimeter.

Fewer than 500 feet away

Neighbors have been urging officials to consider locating the facility to another part of the airport's 6.6-square-mile property.

The tank farthest south in the site plan would be fewer than 500 feet from the nearest residence, according to an analysis conducted by the local land-planning company Thrower Design. An airport spokesperson confirmed the distance was accurate.



Thrower Design/

Land planning company Thrower Design, hired by Howard Yancy, produced a site plan analysis showing the containment zone of the southern most storage tank would be about 417 feet from the nearest residential property.

Thrower Design was hired by Howard Yancy, president of Zydeco Development, which owns the 550-acre MetCenter business park on Metropolis Drive. A yet-to-be developed tract of the business park is located directly across the highway from the proposed tank farm site.

"We can't build office on the site, because you can't lease office space where somebody's overlooking a jet fuel tank farm," Yancy said. "There have been problems with fuel tank farms. It may not be a high likelihood, but it's still a significant risk."

"Common sense tells you that when the Department of Aviation says there is no other place to put this jet fuel tank farm on a 7-square-mile piece of property, that just can't be correct," Yancy said.

Airport officials say they chose the site because it doesn't conflict with future airport development and is ideal for installing underground transmission lines.

But residents who will sleep a few hundred feet from the tank farm are not comforted by the airport's development plans.

"I really don't want it to be there," Carrillo said. "This is not good."

City Council slows things down

In response to the outcry from neighbors, the Austin City Council in December [ordered](#) the city's aviation department to conduct a fresh round of community meetings. The council also wants aviation staff to provide more information about potential air pollution the tank farm could generate.

"What is the risk exposure? What is being done to mitigate those risks? And should more be considered in having this fuel storage facility in that area?" said Austin City Council Member Vanessa Fuentes, whose district includes the airport and surrounding neighborhoods.

In compliance with the City Council's resolution, airport officials have scheduled three community meetings on the tank farm for a single day at the end of the month.

The meetings are not a discussion of whether the project could be changed; they're intended as informational meetings to answer resident questions. Those wishing to attend are asked to RSVP by calling 311 or emailing AirportEngagement@AustinTexas.gov.

Two in-person gatherings are planned on Saturday, Jan. 29, from 9:30 a.m. to 10:30 a.m. and 11 a.m. to noon. A virtual/call-in meeting is set for 3 p.m. to 4 p.m. Each meeting will have the same information, and Spanish interpretations will be provided.

Airport officials have until Feb. 7 to report back to the city council about how the community meetings went. A study on the air quality effects of the fuel storage is due by March 9.



Patricia Lim/KUT

A view of Austin-Bergstrom International Airport from McCall Lane



[Nathan Bernier](#)

Nathan Bernier is the transportation reporter at KUT. Got a tip? Email him at nbernier@kut.org. Follow him on Twitter @KUTnathan.

[See stories by Nathan Bernier](#)