

July Meeting Summary

The July meeting of the Hood County Clean Air Coalition was held July 10, 2024, in the Granbury Parks Department office at 220 North Travis Street in Granbury, Texas. There were three board members present and one on a phone call which did not represent a quorum. Board members present were Mayor Jim Jarratt, Mayor Pro Tem Lisa Clement, Chuck Licata, and by phone, Chairman Mark Franco. Also present were Darlene DuVal, Madelyn McKenzie, Zak Monroe, Bill Black, and Michelle McKenzie, Air Quality Program Manager.

- 1.) The meeting began with participant introductions at 10:00 a.m.
- 2.) Local updates were provided by Michelle McKenzie
 - a. The May and June Meeting Summaries were sent for board member review. Without a quorum present, the approval of these summaries will be considered at a future meeting with a quorum present.
 - b. The Monthly Budget Review for April. For April, expenses were \$3,432.18 for salary and \$1,847.40 for fringe, \$23.99 for Adobe license, and \$98.10 for liability insurance. Total expenses for April were \$5,401.67. Donations were received in April from the City of Granbury in the amount of \$2,083.33. Balance for Clean Air Funds at the end of April was \$42,965.29. The Monthly Budget Review for May. For May, expenses were \$5,148.27 for salary and \$2,269.55 for fringe, and \$23.99 for Adobe license. Total expenses for May were \$7,441.81. Donations were received in May from the City of Granbury in the amount of \$2,083.33. Balance for Clean Air Funds at the end of May was \$37,606.81. The bank balance at First National Bank is \$740.58. Without a quorum present, the approval of the April and May Budget Review will be considered at a future meeting with a quorum present.
 - c. In the Rider 7 Update, work is continuing to develop a map for possible monitor locations. After discussions with TCEQ, it was determined that the monitors to be used must meet EPA standards and will likely mean fewer monitors will be able to be deployed due to the cost of the monitors. Monitors fall into three categories: federal regulatory monitors (FRM), federal equivalent monitors (FEM), and non-regulatory monitors. NCTCOG is looking at not having a co-located monitor at the regulatory monitor site at the County Annex but would still have four monitors surrounding the TCEQ monitor, and they would like to have one in Somervell County but are still waiting for TCEQ approval for that location. The monitors to the North and South would measure ozone and precursors and the monitors to the East and West would only measure ozone. If TCEQ does not approve the Somervell location, they will look for another location within a mile of Wolf Hollow. NCTCOG has been having ongoing discussions with TTI and the University of Houston about the monitoring project. There are

Summary Approved: _____



Michelle McKenzie

Date: 7-24-2024

- d. some discussions about allowing the HCCAC to oversee the monitoring project as well as the emission inventory project. The Interlocal Agreement contract is set to go to the NCTCOG executive board at the end of July. If the monitoring project is included in the Interlocal Agreement, the project would have to have Council consideration due to the project being over \$50,000. NCTCOG would like to have as close to a year of monitor data as possible with a hopeful start date in October 2024.
- e. The Wolf Hollow comment letter for TCEQ was emailed to TCEQ on June 4th and confirmation was received that they received the comment and that we would be notified of any activities related to the permit like the announcement of the public meeting. The Air Quality Program Manager sent the approved response following discussion at the June meeting to the TIME magazine reporter on June 7th and followed up with the reporter that previous studies are posted on the Coalition website. The Air Quality Program Manager was also contacted by Celine Busnelli with Earth Justice about the Wolf Hollow permit. She asked if we had any additional information about when the public hearing was scheduled or if we were aware of any other individuals working on this. The Air Quality Program Manager replied that while the Coalition had submitted a comment, we had not received any information yet about when the meeting is scheduled, and we were not aware of any other details about the permit and suggested she contact TCEQ with additional questions about the permit.
- f. Reports.
 - i. In the ozone season update, there have been no exceedance days since the start of ozone season and 23 moderate readings. The design value is 75 ppb.
 - ii. The Rural H2LA Advisory Group met on June 5th at 2 pm. Following introductions, the Faye Fahahmand of STV provided an overview of hydrogen infrastructure types. Hydrogen offers a zero-emission option with better mileage range with the same axle weight, shorter refueling time and more conventional style of fueling compared to electric battery options. Hydrogen also offers a lower infrastructure capital cost per vehicle for large fleets as well as a higher level of resilience, significantly less power required to refuel, and less batteries on vehicles. For truck in options, the fuel can be liquid or high-pressure gas. With on-site options, electrolysis can be used or steam methane reformation with carbon capture. Using electrolysis, the byproduct is water and heat. Cryogenic tanks are necessary for liquid hydrogen. The advantages of liquid hydrogen are lower infrastructure cost, lower maintenance, easier to operate, lower utility load, easily scalable, smaller footprint for the infrastructure, and it is like CNG or LNG. The disadvantages are the higher commodity cost and less control over greenness, availability, and boil off possibilities. For on-site production, the electrolysis would need to operate 24 hours per day to generate enough fuel. The advantages are the low cost of the commodity, greenness, and no need to truck in the fuel. The disadvantages are the higher capital cost, large power demand and energy requirement (2.5 megawatts for 100 kg/ day), large water demand, large footprint, high maintenance, and it is dependent on the grid. For on-site production through steam methane reformation (SMR), the

infrastructure again would have to operate 24 hours per day. Advantages are low-cost commodity, potential to use renewable natural gas as a greener option and the potential for negative carbon intensity score, less power required, no need to truck in fuel. The disadvantages are the high cost, moderate power demand, large water usage, high maintenance, more equipment needed, and it is complicated to start and stop, it also requires filtration to ensure purity of 99.999% or it could compromise the mechanics of the vehicles.

The Department of Energy chose seven applicants to receive a portion of \$7 billion in grants for hydrogen infrastructure. HyVelocity Hub was awarded \$1.2 billion in Texas. Class 8 hydrogen powered vehicles are already being produced by Nikola, Hyundai, Kenworth, Daimler, Hyzon, Honda, and Volvo. New Flyer and Gillig are producing hydrogen transit buses that are eligible for Buy America.

DFW Clean Cities was awarded \$70 million for five stations to be in the golden triangle in Texas likely co-located with current truck stops. The H2LA advisory group objectives are to assess community needs and benefits, gather input and conduct outreach, and develop a replicable and catalytic blueprint. The Texas triangle receives 7% of national freight. The advisory group will meet quarterly and will cover topics of concerns and priorities for communities, public health and safety topics, and workforce needs.

- iii. The DFW Clean Cities held a stakeholder meeting on June 18th to provide input on the DFWCC strategic plan, mission and vision statements, discuss the annual survey results and DFWCC redesignation, and review upcoming events and resources. The Clean Cities program is rebranding to become Clean Cities and Communities to include more rural areas as well as urban areas. The rebranding includes orange for community, green for environment, and blue for technology. The rebranding includes the set-up of a Technical Advisory Committee for which a request for nominations is currently open. The redesignation process for the Clean Cities program is every five years and DFWCC is currently up for redesignation. Between May and October 2024, the Department of Energy may reach out to stakeholders for recommendations and feedback regarding the DFWCC. Staff from DFWCC will meet with DOE in October to review the feedback provided.

In the newly developed Strategic Plan, the DFWCC focus and goals are related to clean vehicle initiatives, alternative fuel infrastructure, and energy integration and community readiness. Goals related to alternative fueling infrastructure include supporting 100 new light-duty EV charging stations in the region by 2028, supporting 10 medium/ heavy-duty alternative fuel vehicle charging / refueling projects by 2028 with at least half in marginalized communities, and supporting 25 EV charging projects that increase resiliency, reliability, and emergency preparedness of EV charging stations. Funding tied to these goals includes the North Texas Equitable EV Infrastructure project in the amount of \$15 million for up to 100 charging ports as well as \$60 million from the Texas NEVI funding, the Texas Hydrogen and Electric Freight Infrastructure program

with \$70 million to construct five medium/ heavy-duty hydrogen stations in the Texas Triangle, and the North Texas Reliable EV Infrastructure program with \$3.6 million to repair, replace, or upgrade existing, non-operational EV charging stations. Clean energy goals are for CNG to transition to RNG by 2027, involvement in support to expedite deployment of clean vehicle technology and alternative fuel infrastructure, expand workforce training at local community colleges to include EV infrastructure in their curriculum, and minimize the negative electric grid impacts and advance energy conservation to offset the increase in the transportation electric load and minimize energy interruptions. Funding for these goals is related to a \$50,000 grant to partner with Interstate Renewable Energy Council for assist local governments with best practices to support deployment of EV infrastructure, \$40,000 partnership with Louisiana Clean Fuels to bring technician training to local colleges to facilitate a workforce ready to install, maintain, and service EV charging equipment, and \$1.5 million to create an EV infrastructure resiliency plan to ensure the continuity of operations of critical EV travel and will include demonstration projects for identified resiliency strategies. Clean vehicle initiative goals include support and document 20 public sector fleets who adopt NOx reducing alternative fuels by 2027, support and document 10 private sector fleets who adopt NOx reducing alternative fuels by 2027 and increase EV registrations by consumers across the 12 county MPO and at least 100 EVs in each zip code by 2027 and expand workforce training programs at community colleges to include EV technician training by 2027. The DFWCC Annual Survey results showed a 5% reduction in gasoline gallon equivalents and 15% reduction in greenhouse gas emissions from 45 reporting fleets with 6,000 vehicles. CNG/RNG use was the most impactful in reductions. Upcoming funding includes a requested \$3 million in DERA funding for vehicle replacement, a requested \$199 million from the CPRG with \$37 million for clean vehicles, and \$30 million likely set aside for locomotives, and a requested \$60 million from the Clean Heavy Duty Vehicle grant that will be available region wide. In June 2024, there were 281,696 registered EVs in Texas. The NDEW ride and drive event will be held October 6, 2024 at the Tanger Outlets in Fort Worth.

- iv. The EPA Advance Partner meeting was held on June 26, 2024. The meeting topic was the use of Smart Traffic Routing with Efficient and Effective Traffic Systems (STREETS). The project area was Dubuque, Iowa in Eastern Iowa and adjacent to Wisconsin and Illinois. The project should help better utilize roadway capacities and manage congestion. The strategy being to attempt to balance highway and local street traffic. The performance measures used were to improve mobility, reduce congestion, improve safety, and transfer information to travelers. Prior investments in detection, surveillance, performance measures, and fiber systems helped with deployment of the project. It is the first of its kind automated traffic control program. The STREETS integrated modeling is a live model that predicts near future traffic and uses a signal system

optimization that has a manual override for situations like oversize loads. The project will eventually have 120 intersections with video analytics. The challenge is to get the data provided by STREETS into a dashboard that could be communicated to drivers. Various original equipment manufacturers are interested in getting complete transportation data sets for entire regions that could revolutionize traffic management. In the question-and-answer section, the question of how many staff were required was answered with a system designed to be as autonomous as possible. The MPO started looking at the project due to interest in unmanned vehicles and the possibility of gathering ground data that could be sent back to vehicles. Grant funding was used for the project and DOT requested that it be done as an overall system instead of corridor management to avoid shifting the traffic problem to another corridor. The MPO is working with the University of Iowa for the project as they have a research program with unmanned vehicles.

- g. The current HCCAC website can be updated with changes to viewable documents, but the pictures and layout are more difficult to change due to the age of the website and the software used to create it. Sean with Colored Bean could make some revisions on photos/ graphics but would incur charges. There are some options to develop a new website using a website service like Wix, GoDaddy, WordPress or Squarespace that would offer more flexibility. A comparison chart is available to compare prices and functionality of each option. Madelyn McKenzie, a graphic design and marketing intern with the Economic Development department, may be able to help with getting the website set up and allowing Chuck and the Air Quality Program Manager to update it as needed. The information from the old website would be included with education and links to partners as well as documents from the monthly meetings. Additional information would be beneficial to include PM education and links to alternative fuel vehicles and fueling sites, funding opportunities, and a calendar of events. A wireframe to indicate some of the options that could be included is available through a QR code provided by Madelyn. Chuck Licata noted that the old website is 12 years old and can't be updated easily and the Coalition would be better served with a new website that has the flexibility to change pictures and load videos and documents easily. Madelyn McKenzie provided an overview of the framework for what a new website could look like.

3.) EPA Updates are from Carrie Paige with EPA. Carrie provided a slide deck from an EPA presentation that was shared with board members. Some of these updates may change as the Supreme Court has frozen the "Good Neighbor" Rule and the Chevron Doctrine was overturned.

- a. Review of the Ozone NAAQS – A virtual Science & Policy Workshop was convened in May 2024 to gather input from the scientific community and the public. EPA will summarize proceedings of the workshop & then issue Volumes 1 & 2 of the Integrated Review Plan (IRP) later in 2024 (aiming for this fall). Volume 2 of the IRP will guide the Clean Air Scientific Advisory Committee (CASAC) consideration & development of the Integrated Science Assessment.
- b. Review of the Secondary NOx/SOx/PM – On 4/3/2024, EPA proposed to replace the current secondary SO₂ standard with a new annual secondary standard of 10-

15 parts per billion (ppb) & to retain the existing secondary standards for oxides of nitrogen (NOx) and particulate matter (PM). The public comment period closed 6/14/2024. EPA is currently working through the comments received. This review is under a consent decree requiring signature on EPA's final decision no later than December 10, 2024.

- c. The newly revised PM_{2.5} NAAQS effective date is May 6, 2024. This applies with respect to pre-construction Prevention of Significant Deterioration (PSD) permitting upon the May 6, 2024, effective date of the revised standard. The anticipated timeline for designations under the revised standard:

4.) Regional Updates

a. DFW Clean Cities Events

- i. Lunch and Learn Webinar: School Districts' Guide to Clean School Bus Funding, July 17th, Virtual Event from 12-1. The webinar will provide information to school districts on federal and state funding, resources, and more to assist school districts in acquiring alternative fuel vehicles including battery-electric, propane, and CNG. Register at <https://www.dfwcleancities.org/events>.
- ii. Clean Vehicle Vendor Expo is scheduled for August 6th from 10:30 am-12:30 pm at NCTCOG offices. Vendors will present information on their products and services, showcase light, medium, and heavy-duty vehicles, and answer questions from local stakeholders.

b. Air North Texas Meeting scheduled for July 18th at 1:30 pm.

c. Funding Opportunities

5.) Other Discussion: Later meeting time is causing some issues for some board members to need more virtual options. The August meeting will start at 9 a.m. and adjustments can be made to meeting start times if that doesn't work well either.

6.) Adjourn until August 7th.