

## November Meeting Summary

The November meeting of the Hood County Clean Air Coalition was held on November 7, 2024, in the Granbury Parks Department offices at 220 North Travis Street in Granbury. There were four board members present at the meeting, and one attended virtually to represent a quorum. Board members present included Judge Ron Massingill, Mayor Jim Jarratt, Joe Drew, and Chuck Licata with Board Chairman Mark Franco participating virtually. Also present were Shea Hopkins, Madelyn McKenzie, Bill Black, and Michelle McKenzie, Air Quality Program Manager.

- 1.) Joe Drew called the meeting to order at 8:35 a.m.
- 2.) Local updates were provided by Michelle McKenzie.
  - a.) Review of the October Meeting Summary. The October Meeting Summary was sent for board member review. There were no questions about the summary. A motion to approve the summary was made by Chuck Licata and seconded by Mark Franco. The motion was approved with a vote of five ayes and no nays.
  - b.) The Monthly Budget Review for September. For September, expenses were \$3,432.18 for salary and \$1,834.17 for fringe, \$23.99 for Adobe license, \$84.99 for office supplies, and \$163.93 for the Go Daddy website annual fee. Total expenses for September were \$5,539.26. Donations were received in September from the City of Granbury in the amount of \$2,083.33. Balance for Clean Air Funds at the end of September was \$49,737.93. A motion to approve the Monthly Budget Review for September was made by Mark Franco and seconded by Mayor Jim Jarratt. The motion was approved with a vote of five ayes and no nays.
  - c.) In the Rider 7 update, the NCTCOG draft Interlocal Agreement and the Texas A&M Transportation Institute air quality monitoring project contract were sent for City of Granbury review. There was an oversight with the inclusion of NOx monitoring with the TCEQ agreement with NCTCOG that is being updated before the final TTI contract and final Interlocal Agreement can be completed. It is hoped that both documents will be available for City Council consideration on November 19<sup>th</sup>. The five monitor locations are set. Judge Massingill helped with clearing up a misunderstanding with Rocking X Ranch and Mark Franco helped with coordination of using a friend's property that was further from Wolf Hollow.
  - d.) Wolf Hollow III update. The Air Quality Program Manager emailed the HCCAC comment for TCEQ to the six State Representatives and State Senators who are members of the Texas Energy Fund Advisory Committee that met on October 8<sup>th</sup> to document the Coalition's concerns about the Wolf Hollow expansion. A response was received from Representative David Spiller and Senator Nathan Johnson that they received the comment. A contested hearing should be scheduled soon, but it hasn't been announced yet.
  - e.) Reports
    - i. In the ozone season update, there have been 6 exceedance days since the

Summary Approved:



Date:

12-5-2024

- ii. start of ozone season with 1 being in the “unhealthy” category and 5 being “unhealthy for sensitive groups” and 64 moderate readings. The uncertified design value is 78 ppb.
- iii. DFW Clean Cities EV Charging Station Projects Meeting. DFW Clean Cities held a meeting to discuss upcoming EV charging station projects. There will be \$75 million in grant funding for publicly accessible EV charging stations. In basic review of EV charging, level 1 charging provides 1 kwh output and provides about 2-5 miles of charge per hour, level 2 provides 6-19 kwh output and provides about 10-20 miles of charge per hour, and level 3 or DC fast charge provides 50-350 kwh output and 180-240 miles of charge per hour. Resilient charging includes options like solar, hydrogen electrolyzer or other technology, mobile charging for portable or emergency charging, and storage through batteries that store electricity. There are currently 309,807 EVs registered in Texas and there has been a 41% annual growth rate in EV registrations as of September 2024. It is estimated that EV charging will use 1.25% of ERCOT load by 2029 while data centers will use 9.1% of ERCOT load by 2029.

There are three regional EV charger investment opportunities coming soon. The first is the North Texas Reliable EV Infrastructure Project that will provide \$3.6 million to repair or replace charging stations in the 16 county North Texas region. The second is the North Texas Equitable EV Infrastructure project that will provide \$15 million for 100 EV ports in the 16 county North Texas region. The third is the Texas EV Infrastructure Plan that will provide \$70 million for metropolitan planning areas and county seats that will be overseen by TxDOT.

The first program involves a list of charging stations from the Federal Highway Administration that following NCTCOG screening, came to 43 charging ports across 25 sites that would be eligible for funding with two options either funding for like-to-like upgrade at the 25 sites or upgrade 5 sites to DC fast charge and 9 sites to level 2 charging. The project is due to be completed by August 2025. Electricity would be charged to the customer through different business models. It is estimated that an upgrade to a level 2 charger would cost about \$23,000.

The second program is an FHA community grant with \$15 million for 100 public charging ports across the 16-county region with at least 50% to be in Justice40 identified locations. Sites will be identified through GIS analytics and public agency input. This will include a mix of level 2 and 3 and incorporate multiport locations. The stations would be operated by charging station vendors on public property. The timeline for this project would be to gather data and consultants to identify primary sites, early 2025 for Interlocal Agreements and NEPA clearance, Spring 2025 for procurement of station vendors, summer 2025 contract executed with vendors and public agencies, and summer-fall 2025 begin implementation.

The third program is the Texas EV Infrastructure Plan. Gainesville has the first NEVI site. Phase I was the location of DC fast charge along designated corridors. There are eleven locations in the 12-county

metropolitan planning area including one in Navarro and one in Palo Pinto counties. The target for completion of Phase I is late 2025. The plan includes one station with four charging ports every 50 miles along the designated corridors. Phase II of the project is to build infrastructure in rural county seats and to work with the MPO to add more infrastructure in urbanized areas. These would be on private property and would involve private vendors. NCTCOG's approach for the MPO input for this project would be for medium and heavy-duty vehicle charging hubs. The timeline for this project is Fall 2024 for siting metrics, Winter 2024 to provide feedback on metrics and location, Spring 2025 for site methodology, and Summer 2025 for implementation. The MPO will recommend sites to TxDOT. Hood County would qualify for the second and third projects through the EEVI and NEVI for MPO and county seat. The EEVI program allows for high input while the TEVI primarily involves site recommendations to NCTCOG.

- iv. DFW Air Quality Improvement Plan Meeting. The North Central Texas Council of Governments (NCTCOG) held a meeting on October 15<sup>th</sup> to provide an update on the status of the DFW Air Quality Improvement Plan (AQIP). The Implementation Grant had \$4.3 billion available and NCTCOG applied for \$199 million for 19 measures. The Primary Climate Action Plan that was funded through the Climate Pollution Reduction Grant for planning included 44 measures. 25 grant applications were selected for the Implementation Grants with EPA's Region 6 awarded with \$198 million. The City of Austin was one of the twenty-five selected with a focus on transit. NCTCOG received feedback from EPA that they wanted more detail, but with the number of proposals and the 25-page limit for the application limited what detail could be provided. They did score in the middle of the point range that EPA used.

Next steps include the Comprehensive Climate Action Plan, which is due on December 1, 2025, identifying other funding to implement the PCAP and CCAP, and a status report that is due in 2027. The Primary Climate Action Plan was focused on 5-year high priority and implementation-ready measures. The Comprehensive Climate Action Plan is focused on 25-year measures to meet emission reduction goals.

The greenhouse gas emission inventory for the 16-county North Texas region was 105,435,559 metric tons in 2019 and will be updated to 2022 for the CCAP and will include agriculture, forestry, and land-use data. The CCAP must include two projections – business as usual for near-term and long-term including existing policies and programs that are certain and second the fully-implemented projections for near and long-term. The U.S. goal is a 50-52% reduction below 2005 levels by 2030 and net-zero by 2050. The goals should be actionable, ambitious, achievable, and informed by data about the largest growing or declining areas that can influence selection and design of measures. Reductions can impact target setting.

The CCAP workforce development goals include a forecast of workforce needs for short and long-term to ensure successful implementation measures. The workforce development includes needs, current

- demographics, stakeholder outreach, risks and opportunities to plan for training for the CCAP. The next update will be in about 3-4 months.
- v. The DFW Clean Cities Technical Advisory Committee meeting was held on October 28th. New members were announced from the City of Forney, EVStar, and the City of Fort Worth. Vice-chair nominees were announced, and members were asked to mark their votes on a provided ballot. Guiding Principles revisions were reviewed and approved. A new shorter Mission Statement was approved following a workshop discussion. Vice-chair Joe Correa provided a recap of the National Training Workshop for the Clean Cities with suggestions of providing weekly recaps of staff activities, round-table opportunities for committee member activities discussions, and committee member “assignments” especially for leadership positions. In staff updates, the National Drive Electric Week had 90 vehicles, 200 attendees, and 22 exhibitors at the Tanger Outlets on October 6th. The Fleet Recognition Awards are scheduled to be held on December 12, 2024. Awards are given as gold, silver, and bronze levels. Recommendations for changes in fleet recognition scoring is due by November 28th. The next Technical Advisory Committee meeting is scheduled for January 27, 2025.
  - vi. The EPA Advance Partner meeting was held October 23<sup>rd</sup>, and the presentation was by Sharon Bailey Murphy, the Executive Director of the Coastal Bend Air Quality Partnership. The partnership was started as a voluntary group in 1995 that looked at strategic maintenance of the National Ambient Air Quality Standards and worked to stay above compliance. They became a 501 c 3 in 2019. They have two regulatory monitors for the airshed that covers three counties of Nueces, San Patricio, and Aransas County. With the shipping channel, they monitor SO<sub>x</sub> as well as ozone and other air quality pollutants. Their air quality monitors are still trending down in ozone levels with a current design value of 63 parts per billion. Their design value for PM<sub>2.5</sub> is at 8.4 micrograms per meter cubed which is close to the new standard of 9 micrograms per meter cubed. Sea salt and ag emissions contribute to their PM numbers as well as Saharan dust. They are looking to TCEQ and EPA for guidance on how to lower PM numbers. There are over 100 chemicals that can contribute to PM<sub>2.5</sub>. They are also looking to Mexico for help with agricultural fires. Padre Island is out of PM attainment likely because of sea salt. They aren’t sure how to address this but continue to reduce emissions as a multipollutant approach. They are also taking steps to reduce benzene, which is not a critical pollutant, but is a pollutant of concern. Their SO<sub>2</sub> emissions are from international ships and some industrial sites. Their emission inventory indicates that 1/3 of emissions are from on-road sources, 1/3 are from off-road sources, and 1/3 of emissions are from business and industry point-sources. In 2023 and 2024 they formed several working groups to develop the Coastal Bend Community Air Action Plan. The workgroups were academia, construction and agriculture, environmental, port operations, and public health and policy. The groups met monthly, and they took the plan to communities through open houses. The open house meetings included

food and activities for kids. They held the meetings from 4-6 and was come-and-go for optimal participation. They also had media present to help with outreach. The groups wanted more monitoring, and they investigated the use of the relatively low-cost Purple Air monitors that run about \$100 on Amazon. They aren't as accurate as other monitors but are good at providing a snapshot of an area and can document trends. In implementation, they are looking at education and outreach, expansion of an Auto Check program that provided some assistance to lower emissions from vehicles including free gas cap replacements and \$600 towards vehicle repairs, idle-free school zone pilot program, EV charging at public facilities, additional monitors, finger-printing NOx and PM2.5, and modeling PM2.5. The local military installations are part of their stakeholder group. They did a cost of non-attainment analysis that estimated the cost of non-attainment for the Corpus Christi area at \$1.7 billion per year and a total cost of about \$54 billion over 20-25 years of non-attainment status with the consideration of 20-25 years including maintenance programs before they could be reinstated as attainment.

3.) There were no EPA Updates for this meeting.

4.) Regional Updates

a.) DFW Clean Cities Updates.

- i. NCTCOG is requesting proposals from consultants to serve in an advisory capacity as part of an EV charging "Deployment Dream Team" to provide advisory and liaison services to the project team to assist with streamlining implementation of EV charging infrastructure projects including site selection, layout and feasibility and guidance on streamlining "soft cost" barriers such as permitting, zoning, inspection, and utility coordination.
- ii. TxDOT reopened the competitive grant program to administer the National Electric Vehicle Infrastructure program in Texas for 34 additional sites along the Alternative Fuel Corridors. Project will fund up to 80% of the total project costs.
- iii. The Federal Highway Administration and Department of Transportation have issued a request for information regarding Medium and Heavy-Duty Electric Charging Technologies and Infrastructure Needs which will be used to inform appropriate future federal government activities. They are seeking input for unique charging station needs, vehicle charging patterns, MHD EV charger technology and standardization, and workforce, supply chain, and manufacturing to support MHD charging. Responses due by November 12, 2024.
- iv. Lunch and Learn about Federal Tax Credits for Alternative Fuels and Clean Vehicles on Wednesday, November 13<sup>th</sup> from 12-1 pm Virtual Teams meeting.

b.) EPA Clean School Bus Rebates program opened September 26 and runs through January 9, 2025, and is offering \$965 million in rebates to replace 2010 or older buses with battery-electric, propane, or compressed natural gas buses. Applications for battery-electric buses are also eligible for EV charging

equipment and infrastructure. Each applicant can request up to 50 buses regardless of rebate competition, prioritization, bus fuel type, or applicant entity.

- c.) TCEQ Texas Natural Gas Vehicle Grant Program is accepting applications through March 4, 2025, or until all funds are awarded. The grant is for the replacement or repower of eligible gasoline or diesel medium or heavy-duty vehicles with a vehicle or engine powered by natural gas fuels including compressed natural gas, liquefied natural gas, and liquefied petroleum gas.
- d.) Other Funding Opportunities at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding).

5.) Other discussion included a suggestion by Shea Hopkins about the potential formation of a county sustainable development group. Parker County recently formed a group like this that included several entities. Chuck Licata is working on gathering recycling information for a new program in the City of Granbury. Information will be shared with the Coalition.

6.) Adjourn until Thursday, December 5<sup>th</sup>. December 5<sup>th</sup> meeting will be back at the City Hall Pre-Council Chambers, and we are hoping to be able to take another picture of board members for the website.