

January Meeting Summary

The January meeting of the Hood County Clean Air Coalition was held on January 8, 2025, in the Granbury City Hall Pre-Council Chambers at 116 West Bridge Street in Granbury. There were seven board members present which represented a quorum. Board members present included Chairman Mark Franco, Judge Ron Massingill, Mayor Jim Jarratt, Mayor Pro-Tem Lisa Clement, Joe Drew, John Campbell, and Chuck Licata. Also present were Madelyn McKenzie, Darlene DuVal, and Michelle McKenzie, Air Quality Program Manager.

- 1.) Chairman Mark Franco called the meeting to order at 9:00 a.m.
- 2.) This meeting is the annual meeting for annual board member nominations and officer elections. Annual minutes will be completed through attorney Steve Reid's office. In the Certificate of Formation several positions on the board are representatives of the area local governments. These representatives are Hood County Judge Ron Massingill, Mayor of Granbury Jim Jarratt, Mayor Pro-Tem of Cresson Lisa Clement. For the remaining board member positions, nominations were made by the following:

Nominations for John Campbell, Brian Caruthers, Joe Drew, Mark Franco, Chuck Licata and Zak Monroe were made by Mayor Jim Jarratt and seconded by Judge Ron Massingill. The nominations were approved with a vote of seven ayes and no nays.

In the election of officers, currently officer positions are for Chairman, Secretary, Treasurer, and Communications Officer. There was a brief discussion about adding a vice-chair position. Board members decided the vice-chair position was not necessary. In the election of officers, a nomination of Mark Franco for Chairman, Joe Drew for Treasurer, Mayor Pro-Tem Lisa Clement for Secretary, and Chuck Licata for Communications Officer was made by Judge Ron Massingill and seconded by Mayor Jim Jarratt. The officers were elected with a vote of seven ayes and no nays.

Annual Minutes for 2024 have been signed and sent back to Steve Reid's office. Annual Minutes expense has usually been about \$150. This meeting summary will be sent to their office for development of the 2025 Annual Minutes.

- 3.) Local Updates were provided by Michelle McKenzie
 - a. Review of December Meeting Summary. The December Meeting Summary was sent for board member review. There was no discussion for the December Meeting Summary and a motion was made to approve the Summary by Chuck Licata. The motion was seconded by Joe Drew. The motion was approved with a vote of seven ayes and no nays.
 - b. Monthly Budget Review for November. For November, expenses were \$5,148.27 for salary and \$3,864.55, and \$23.99 for Adobe license. Salary and fringe were higher for November because of three paydays and the inclusion of longevity pay

Summary Approved:



Date:

2-5-25

of \$1,230. Total expenses for November were \$9,036.81. Donations were received in November from the City of Granbury in the amount of \$2,083.00. Balance for Clean Air Funds at the end of November was \$39,302.57. A motion to approve the Budget Summary was made by Judge Ron Massingill and seconded by Mayor Jim Jarratt. The Budget Summary was approved with a vote of seven ayes and no nays.

c. Rider 7 Update. The Interlocal Agreement between NCTCOG and the City of Granbury was fully executed on December 19th. Jeremy Johnson from TTI and Daniela Tower of NCTCOG came to Granbury December 20th to visit all five monitor sites. We were able to visit all the sites and there were no issues found at any of the sites. Equipment should be installed at all sites between mid and late January. Each site will be provided with a contact information list, and we will host site representatives at the February meeting with a brief presentation about the project and allow for questions and answers. The RFQ for the emission inventory project will need to be issued in January.

d. Reports for the month of December are below.

i. The Conserve North Texas group from NCTCOG hosted a webinar about resilient EV charging and minimizing grid impacts on December 4th. One note made at the beginning of the webinar is that the State Energy Conservation Office (SECO) provides Preliminary Energy Assessments at no cost which can help guide energy management policy. Resilient EV charging refers to the ability to charge in a grid outage. This is important as more local governments have electric vehicles that serve critical operations like a new fire department vehicle in Denton and a garbage truck in Plano. A white paper that highlights ERCOT's increase power demand forecast is posted on the Conserve North Texas website. Texas EV registration increased 44% from last year and there are now 331,292 electric vehicles in Texas as of December 2024. There has been a 36% increase in electric vehicles in the DFW region in the last year with 120,798 EVs in December 2024.

Texas had more grid outages in the last five years than any other state and the average was 160.4 minutes long. Weather-related outages are expected to increase. In the last five years there were 263 outages in Texas, while there were 435 total over the last 20 years. This means that 60% of the outages in the last 20 years have occurred over the past five years. ERCOT's forecast showed while the grid increased by 3.1% from 2014-2022, it is on course to increase 17.1% from 2024-2027. By 2030 it is expected the grid will need 1,058,086 GWh. In 2024, the grid required 497,475 GWh. While EV charging takes about 1.25% of the grid, the largest contributors are cryptocurrency mining, data centers for AI, hydrogen production, and large industrial loads. Data centers will create the largest growth demand. Two things to do to help with maintaining the electrical grid are to comply with conservation requests and avoid charging electric vehicles between 7-9 pm when the highest risk for conservation requests occurs. These steps are part of smart charging management.

Charging resiliency technologies include smart charging technology (software options) and battery energy storage systems (BESS) which can

be batteries or hydrogen fuel cells and can include solar options. Solar with added energy storage for long-term resiliency is renewable, lessens grid impact, and can be scalable. Wind is also renewable, low emission, lessens the grid impact, and is also scalable. Generators powered by propane, diesel, or natural gas have the advantages of lower upfront costs than battery and solar and could be mobile. Propane has a lower carbon intensity than the electricity generated from the Texas grid mix. Mobile charging from energy storage, propane, natural gas, or diesel can charge multiple vehicles when normal charging is not accessible, during a power outage, or when a charging station is inoperable. Bi-directional charging allows an EV to discharge energy from the vehicle battery allowing the vehicle to charge another vehicle or an appliance. Microgrids are a combination of distributed energy resources (DERs) and electrical loads working as a unit.

Challenges and considerations for charging resiliency include that delayed planning for resiliency will face greater financial and time impact, lack of risk assessment to convey need for resilient charging, and lack of staff and resources. Next steps for local governments include learning about resilient technologies, reaching out to peers who have already taken steps, considering technologies when planning procurement of EVs and infrastructure, and avoid charging between 7-9 pm when electrical demand is the highest. NCTCOG's plan is to create a resilient EV charging plan for North Texas, implement the plan and enhance critical EV infrastructure, and evaluate strategies. The project is funded by a \$1.5 million award from the Bipartisan Infrastructure Law and is expected to finish in early 2027.

- ii. EPA Advance Partner Meeting. The EPA Advance Partner meeting was held on December 4th and featured Valerie Hermanson of the City of Albuquerque who discussed addressing traffic safety challenges and creating more travel options. In the presentation, Ms. Hermanson discussed that U.S. pedestrian deaths has hit a 40 year high with vehicles getting larger, distracted driving, drug and alcohol abuse, speed, and street design being some of the listed causes. Vision Zero represents a mind shift to "no one should die or be injured in the transportation system through safer vehicles, safe road users, safe speed, safe roads, and improved post-crash care. Best practices include separating roadway users in space like separated bike lanes, separate users in time using leading pedestrian intervals, and increased attentiveness and awareness. Bikeway best practices include as vehicle traffic volumes increase and speed increases, you need a larger buffer for bike users. Albuquerque has 560 miles of on and off-street bike lanes. An implementable network includes reconfiguration of streets through re-striping to include bike lanes and reconstruction or new construction. Their proposed network includes 360 miles of new or enhanced bikeways and 256 improved street crossings that will benefit bike users and pedestrians. The prioritization is on safety, equity, access, network improvements, level of use, and public input. Several roads went on "road diets" where five lane roads were made into four lane roads to create separated bike lanes with paint

and posts to alert drivers and give people walking some extra protection. They also employed back angled parking that made loading vehicles easier and increased drivers' visibility. They also incorporated pedestrian hybrid beacons and pedestrian islands in roadways allowing pedestrians extra time to cross the street. They plan met several city goals including their comprehensive plan, complete streets, vision zero action plan, climate action plan, and senior affairs age-friendly action plan. The plan also improves air quality, health, and safety.

In the question and answer following the presentation, Ms. Hermanson said funding for this project cam from the general obligation fund of the city, complete streets budget, and a set aside for vision zero as well as applying for transportation funds from their regional metropolitan planning organization. She also addressed the question of safety for multi-use trails by noting that their state prohibits e-bikes on off-road trails, and they have a local ordinance that limits e-bikes to 20 mph.

4.) EPA Updates

- a. EPA's review of the Ozone standard: Volumes 1 and 2 of the Integrated Review Plan for the National Ambient Air Quality Standards for Ozone and Related Photochemical Oxidants (IRP) is posted for review. Volume 1 of the IRP contains contextual background material for the current review of the air quality criteria and the NAAQS. Volume 2 identifies policy-relevant issues in the review and describes key considerations in the EPA's development of the Integrated Science Assessment (ISA). The ISA provides the scientific basis for the EPA's decisions, in conjunction with additional technical and policy assessments, for the review of the NAAQS, as described in sections 108 and 109 of the Clean Air Act. These documents will be available on the EPA's website: <https://www.epa.gov/naaqs/ozone-o3-air-quality-standards>, accessible under "Planning Documents" for the current review. More information, including how to submit comments on these documents is provided in the Federal Register announcement: <https://www.govinfo.gov/content/pkg/FR-2024-12-20/pdf/2024-30507.pdf>. Comments must be received on or before January 21, 2025.
- b. EPA's final decision regarding its review of the Secondary NO₂/SO₂/PM standard: On December 10, 2024, EPA revised the secondary SO₂ standard to an annual average, averaged over three consecutive years, with a level of 10 parts per billion (ppb). Additionally, the EPA is retaining the existing secondary standards for N oxides and PM, without revision. EPA also revised the data handling requirements for the secondary SO₂ NAAQS. The final rule was published 12/27/24: <https://www.govinfo.gov/content/pkg/FR-2024-12-27/pdf/2024-29463.pdf>. Additional information on the final decision, including fact sheets and an alternative demonstration approach for the secondary SO₂ NAAQS under the Prevention of Significant Deterioration (PSD) program are posted at <https://www.epa.gov/so2-pollution/secondary-national-ambient-air-quality-standards-naaqs-nitrogen-dioxide-no2-and>.

- c. 2025 Air Sensors Workshop scheduled for March 18-20, 2025. Workshop will offer virtual and in-person registration. Registration closes February 28th or when event reached capacity.

5.) Regional Updates

a. DFW Clean Cities Updates

- i. The DFWCC will begin its second Charging Smart cohort in January. The Charging Smart program provides free, personalized technical assistance to help municipalities set and achieve EV readiness goals and potentially receive bronze, silver, or gold designation. They are working with the Interstate Renewable Energy Council (IREC) to bring Charging Smart to North Texas municipalities to help incorporate best practices and processes to public EV charging to all residents.
- ii. DOE Energy Improvements in Rural or Remote Areas Grant is a funding opportunity providing support for rural and remote communities to build clean energy projects that benefit their communities. The program is for communities serving populations of 10,000 or less. Funds will go towards 20-50 projects with a 5-50% minimum non-federal cost share per project. Federal awards will range from \$2 million to \$50 million. Concept paper is required and must be received by February 27, 2025, and application due date is August 28, 2025. Concept paper is required. Email ERA2024@hq.doe.gov with questions.
- iii. Houston to Los Angeles (H2LA) Hydrogen Corridor Study Initiative. NCTCOG is partnering with GTI Energy on their DOE-awarded project, the H2LA I-10 Hydrogen Corridor Study. The project is to create a scalable blueprint for medium and heavy-duty truck fueling infrastructure from Houston to LA along I-10 and the Texas Triangle. To learn more, visit the H2LA webpage.
- iv. TCEQ Natural Gas Vehicle Grant Program is still open to fund the replacement or repower of diesel and gasoline medium and heavy-duty vehicles to CNG, LNG, or propane fueled vehicles. The program closes March 4, 2025.
- v. DFWCC is now on LinkedIn. Follow to stay updated on events, work, and staff activities
- vi. TCEQ Volkswagen Environmental Mitigation Program has been reopened. Applications will be accepted until February 14, 2025, for funding to replace or repower older freight switcher locomotives and repower older ferry and tug marine vessels operated in priority areas.

- b.) NCTCOG and South-central Partnership for Energy Efficiency as a Resource (SPEER) are hosting a free in-person workshop to learn about the local government energy reporting requirement, a state mandate to report and reduce electricity consumption for cities and counties. Attendees will gain helpful information and tips to successfully report in early 2025. Don't miss out on this opportunity to learn about how to comply with the state mandate and lower your operational costs.

Audience: This workshop is for all political subdivisions in local government, state agencies, and institutes of higher education in the affected counties of the

region required to submit an annual report to the State Energy Conservation Office (SECO).

Speakers: Shaun Marie Auckland, M.S.I.S., LEED Green Associate, Local Government Program Manager – SPEER, Benjamin Teddlie, Program Specialist – SECO, Joaquin Escalante, Air Quality Planner – NCTCOG

Date: Thursday, January 16, 2025

Time: 10:00am - 11:45am CT

Location: NCTCOG Transportation Council Room, 1st Floor, 616 Six Flags Drive, CenterPoint II, Arlington, 76011, TX

[Register here](#)

For questions about Local Government Energy Reporting, or this workshop, please contact Energy@nctcog.org.

c.) Funding Opportunities – <https://nctcog.org/aqfunding> includes newly opened Government Alternative Fuel Fleet program.

- 6.) Other Discussion. The February meeting will include a presentation from TTI and NCTCOG and question/answer session for those participating in the air quality monitoring project. Plan is to include this at the end of our regular meeting and would start around 9:30 -10 a.m. Started a new blog article for the website and there will be a corresponding video for the blog. The plan is to try and have a new blog post/video once a month. The blog will be sent for board review this week and then posted to the website. The 2024 tax filing will need to be done this month. Likely will continue to use Molly Willsher. Last year was \$120 for the 990 N filing. The Emission Inventory Request for Proposals will be issued this week and will close on January 28th. Decision about which proposal to use will be at the February meeting.
- 7.) Adjourn until Wednesday, February 5th.