

## November Meeting Summary

The November meeting of the Hood County Clean Air Coalition was held on November 5, 2025, in the Granbury City Hall Pre-Council Chambers at 116 West Bridge Street in Granbury. There were four board members present with one participating virtually, which did not represent a quorum. Board members present included Chairman Mark Franco, Mayor Pro-Tem Lisa Clement, Joe Drew, and Chuck Licata. Also present were Michelle McKenzie, Air Quality Program Manager, with Daniela Tower of NCTCOG and Alethea Tsui-Bowen of EPA participating virtually.

- 1.) Chairman Mark Franco called the meeting to order at 9:05 am.
- 2.) Local updates were provided by Michelle McKenzie.
  - a) The October Meeting Summary was sent for board member review. Consideration of the October Meeting Summary will be completed at the next meeting with a quorum.
  - b) Monthly Budget Review for June. There was an error in the NCTCOG budget review at last month's meeting and the June Budget Review was not considered because of this. The error has been corrected with \$2,069.51 for Clean Air Fund expenses. For June, most of salary expenses were covered by the NCTCOG Rider 7 grant in the amount of \$3,432.18 along with fringe expense in the amount of \$364.29 for a total of \$3,796.47. There was an invoice for TTI in the amount of \$11,908.12 and invoice for \$18,955.00 for Ramboll for a total of \$34,659.59 covered by the NCTCOG Rider 7 grant. Reimbursement funds of \$101,038.22 were received in June. The remaining salary expense of \$310.50 and fringe expense in the amount of \$1,622.02, \$113.00 for the post office box renewal, and \$23.99 for the Adobe license were covered by the Clean Air Funds for a total of \$2,069.51. Total expense for the month of June was \$36,729.10. Donations were received in June from the City of Granbury in the amount of \$2,083.00 and City of Cresson in the amount of \$3,000. Balance for Clean Air Funds at the end of June was \$42,462.40.  
Monthly Budget Review for September. For September, \$3,432.18 for salary and \$364.29 for fringe along with \$10,645.53 for TTI for a total of \$14,442 were covered by the NCTCOG Rider 7 grant. Reimbursement funds were received from NCTCOG in the amount of \$3,796.47. \$414.00 of salary expense and \$1,649.03 of fringe expense along with \$23.99 for the Adobe license and \$166.17 for the GoDaddy website were covered by Clean Air Funds for a total of

Summary Approved:



Date:

12/3/2026

\$2,253.19. Funds were received from the City of Granbury in the amount of \$2,083. Combined expenses for September were \$16,695.19. The Clean Air Fund balance at the end of September was \$72,018.47. Consideration of these budget reviews will be completed at the next meeting with a quorum.

c) Reports

- i.) In the Air Quality Update, for 2025 there were 54 moderate days and 4 exceedance days through the end of October. The fourth highest reading is 71 ppb, and the uncertified design value is 75 ppb as of the end of October.
- ii.) DFW Clean Cities meetings. On October 22, 2025, DFW Clean Cities held an orientation meeting as a refresher for current stakeholders. DFW Clean Cities started in the mid 90's. They sponsor an annual fleet survey that documents fuel savings. The survey has documented 72 million tons of emissions that have been prevented. There are 75 Department of Energy designated coalitions, and they are partnered with the Vehicle Technologies Office, National Energy Technology Lab, Renewable Energy Lab, Argonne National Lab, and Oak Ridge National Lab as well as supporting contractors. They work to support alternative and renewable fuels, fuel economy, idle reduction, and efficient transportation. The North Central Texas Council of Governments is the host agency for the DFW Clean Cities, and it also houses the Regional Transportation Council that is the Metropolitan Planning Organization for 12 counties in the region and works to steer transportation funding for the region.

DFW Clean Cities reports on the annual fleet survey, alternative fuel prices, updates to the alternative fuel station locator, station and vehicle costs, and others as grant agreements require. They also act to assist with training and coalition building, and host workshops and meetings to facilitate roundtable discussions, National Drive Electric Week activities, and rebates and grant incentive funding. They also play a role in infrastructure planning and development most recently including EV charging, hydrogen stations, and alternative fuel corridor planning. They also offer technical assistance for fleets through fleet inventory evaluations, fleet recognition programs, and funding support as well as technical training and education. DFW Clean Cities has a LinkedIn site to assist with collaboration and support of stakeholders – [www.linkedin.com/showcase/dfwcleancities](http://www.linkedin.com/showcase/dfwcleancities). In the refresher for the Technical Advisory Committee meeting, there was a review of the committee's hierarchy and purpose. The committee is to assist and advise staff on initiatives, strategies, and technologies in the Clean Cities portfolio. A new grant from EPA was highlighted that will provide funding for heavy-duty clean vehicles and will have funds for first responder training.

The DFW Clean Cities Technical Advisory Committee meeting was held on October 27<sup>th</sup>. New members of the committee were introduced including representatives from Generac, Schneider Electric, Peterbilt, the City of Arlington, and the University of Texas at Arlington. There was a review of

the selection process for TAC officers, and a vote was held for a new Vice Chair. There was a discussion of DFWCC sponsorships and other funding mechanisms to be explored. An overview of the North Texas Zero Emission Vehicle Project and the DFW Air Quality Improvement Plan's transportation measures were provided. There was a quick overview of the DFWCC activities including National Drive Electric Month, Multimodal Delivery Project, Charging Smart Designations for Arlington, Mesquite, and Lewisville, B99 Ribbon Cutting in Dallas, a LinkedIn update, and staff conference participation. There was a brief overview of upcoming events and funding opportunities including the Light-Duty Motor Vehicle Purchase or Lease Incentive Program and the Texas Backup Power Plan coming soon. The new Vice Chair was announced as Jose Correa of Kimley-Horn and new Chair as Dwayne Bianco of the City of Carrollton, who was the previous Vice Chair. The next meeting is scheduled for January 2026.

- iii) A roundtable discussion of the local and regional data center impact was held on October 27<sup>th</sup>. There are currently more than 200 data centers in the North Texas region. Community and regional concerns are related to energy use, water use, and noise. There are also air quality implications for delayed attainment, health impacts, and energy consumption. Some of the data centers are discussion small modular nuclear power units that present new waste issues. The speed of the development means there is limited time to address concerns and there is a lack of transparency with the data center developers. Demand for the data centers is outpacing growth with hurdles related to availability of materials and available labor. Energy consumption is estimated by ERCOT to grow from 87 gigawatts now to 145 gigawatts by 2031. Data centers are expected to represent 23% of the total grid by 2031. Crypto mining is considered separately, but functions similarly to the data centers. Implications are concerns about grid reliability, load demand planning, consumer pricing, lack of transparency, and local control. Senate Bill 6 in the last legislative session was a first step in mitigation and how to incentivize local control. Shea Hopkins with Granbury Economic Development has worked on a set of criteria to work with the data centers including noise mitigation, visual buffering, air quality, and water conservation like requiring closed loop systems. There are also questions about what happens as technology is changing so quickly and the data centers become obsolete in a few years. There were also discussions about data centers that bring their own power as is happening in Hood County.

Noise impacts are related to the air cooling required. Prolonged exposure to 65 decibels leads to negative health impacts. There was a discussion about the need to have a distance requirement. Water impacts are that the data centers may use more than 355 million gallons annually. Many of the centers do not track their water use. Water resources in North Texas are expected to not meet demand starting in 2030. The centers also increase wastewater. HARC estimates usage at 793 gallons per megawatt hour for a center using natural

gas power. There was also discussion that cooling is the main expense especially for machine learning AI data centers requiring the use of liquid cooling instead of air cooling. Some are starting to use closed loop systems to conserve water. The data centers do not employ many people, but the servers can collect sales tax. NCTCOG is looking to assist in ongoing discussions of the impact of the incoming data centers and mitigation strategies if stakeholders request it.

- iv) On October 28, 2025, the North Central Texas Council of Governments provided an update on the DFW Air Quality Improvement Plan. The Comprehensive Air Quality Plan is due to EPA by December 1<sup>st</sup> as part of the Climate Pollution Reduction Grant program. Measures must be quantifiable actions with clear responsible parties, organized by sector, and support the CAP goals and targets. With the growth expected in DFW in population from the current 8,000,000 residents to an estimated 12,000,000 by 2050, it is expected that the CO<sub>2</sub> equivalent emission inventory will grow from 118 million metric tons to 264.8 million metric tons by 2050. That is an estimated 214% increase with an increase of 81% for vehicle miles travelled and water demand increase of 97% as well.

Targets for the CAP must be actionable, ambitious, and achievable with measures that are clear and support the target. For transportation they are targeting a 25% reduction in NO<sub>x</sub> and CO<sub>2e</sub> by 2050 using vehicle and technology upgrades, mode shift to active transport and land use, and system operations. For the energy sector, that are targeting a 25% reduction with a focus on energy efficiency, energy resiliency including energy storage, and acceleration of the adoption of newer building codes. In the water and wastewater sector, they are targeting a 35% reduction in CO<sub>2e</sub> through watershed management, wastewater infrastructure improvements, water resources improvement, and water and wastewater treatment infrastructure. In the materials management sector, they are targeting a 35% reduction in CO<sub>2e</sub> through organic materials, construction and demolition, waste disposal facilities and processes, and recycling. In the ag forestry and land use, they are targeting a 5% increase in forestry and ground cover by 2050 as the region is losing ag land to development and losing green space. They are also targeting a 15% reduction in CO<sub>2e</sub> through green space and land use, forestry, and ag. The full report will be available after December 1<sup>st</sup>.

- d) Rider 7 Update. On October 23<sup>rd</sup>, Ramboll presented their findings in the Emission Inventory Review. There were about 10 participants including two representatives from Ramboll, two HCCAC board members, four from NCTCOG, and one from the Texas A&M Transportation Institute. The monitoring project is finishing up. An issue with two deliverables related to the monitoring project due on November 10<sup>th</sup> and the Agreement ending October 31<sup>st</sup> was discovered. NCTCOG was already working on an Amendment 3 to address documenting that the monitors, which will remain under TTI title ownership, had appropriate insurance coverage and the budget revision, so an extension of the Agreement

through the end of November was added to this Amendment. This should allow enough time for the final deliverables and final invoices. Amendment 3 was fully executed on October 29<sup>th</sup>. We are also planning for the next Rider 7 biennium and the Air Quality Program Manager reached out to Ramboll for modeling suggestions based on the last ozone conceptual model being done in 2015 and the new proposed data centers which are expected to bring natural gas plants for their own power. Ramboll provided project ideas and summaries as soon as possible but said an updated ozone conceptual model would be prudent, but there may be other projects that would be beneficial. Additional monitoring may be part of the planning for the future Rider 7 as well. Daniela at NCTCOG is holding conversations with Jeremy Johnson with TTI about this. Jeremy was hoping to present the findings from the draft monitoring report that will be submitted to TCEQ for review but was unable to make this meeting. He will try to present the findings at the December meeting.

- e) Air Quality Permit Update. A new permit application has been filed with TCEQ for a site near Comanche Peak. This is affiliated with the Sailfish Project Data Center. Details are not available yet, but we will be watching for more information. An email was received through the Coalition website from a resident very near this site asking for assistance in participating in the permitting process. The Air Quality Program Manager replied with links to TCEQ's website for the permit status and for how to participate in the process. Joe and I worked on a project to highlight details of all the known active, approved, and pending permit sites with a table and map. This helps have all related information in one place and the map demonstrates how close together these sites are. This is mostly due to the access of infrastructure for the grid and natural gas pipelines but also demonstrates how the Hood County residents who live in this part of the County are going to be impacted. Joe noted another permitted plant planned for near Pecan Plantation, so this information has been added to the table and the map. The Air Quality Program Manager also did some research regarding infrastructure and discovered a new 400-mile 42-inch natural gas pipeline is being built by Energy Transfer with a capacity of 1.5 billion cubic feet per day with Phase I to be in service by the end of 2026. It will run from West Texas to near Comanche Peak and then on to Maypearl and other locations in Texas. Phase II will add compressor stations to increase capacity to 2.2 billion cubic feet per day. In addition to that, new 765 kV transmission lines may be coming through Hood County as part of the Dinosaur-Longshore Oncor project with application filing anticipated in December 2025 and a decision by June 2026. The new infrastructure is to support the data centers and new natural gas power plants. Please let me know if you have thoughts about what could be added to the table or map.

### 3.) Regional Updates

- a) Provide Input on Future EV Charging Locations. Visit the website listed to access the TxDOT interactive map and leave comments anywhere in the state

and complete the survey directly on the website.

<https://www.publicinput.com/nctcogEVcharging>

- b) North Texas Resilient EV Charging Plan Information. NCTCOG is seeking stakeholders with diverse perspectives and expertise to guide the development of the North Texas Resilient EV charging plan. The project aims to enhance the resiliency of EV charging infrastructure and ensure critical EV operations can continue during grid disruptions. <https://www.dfwcleancities.org/ntx-rev>
- c) TxVEMP All-Electric Grant Up to 100% Funding for Heavy-Duty Electric Vehicles Deadline Extended to August 2026. <https://www.tceq.texas.gov/agency/trust/all-electric>.
- d) TERP Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP) opened on October 13<sup>th</sup>. <https://www.tceq.texas.gov/airquality/terp/ldplip>
- e) TERP Alternative Fueling Facilities Program Opened October 22<sup>nd</sup>. Eligible activities for the program include the construction or expansion of alternative fueling stations in select counties. <https://www.tceq.texas.gov/airquality/terp/affp>
- f) North Texas Zero Emission Vehicle Project is now open. Replacement of existing internal combustion engine Class 6 and 7 vehicles with zero-emission vehicles including battery-electric and or hydrogen fuel cell vehicles as well as installation of supporting fueling infrastructure. Must operate primarily in the 16-county region. Program is through NCTCOG with funds from EPA of \$58.6 million. More information is available at <https://www.nctcog.org/trans/quality/air/funding-and-resources/chdv>.
- g) Funding Opportunities at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

4.) Other Discussion. The HCCAC website visitor numbers are increasing, and visitor count is at 428 in the last 30 days. Our Board Member Annual Meeting will be scheduled for January. If you would like to change your participation on the Board, please let me know before the end of December. We will also need to elect the officer positions of Chairman, Treasurer, Secretary, and Communications at that meeting.

5.) Adjourn until December 3<sup>rd</sup>.