

March Meeting Summary

The March meeting of the Hood County Clean Air Coalition was held on March 4, 2026, in the Granbury City Hall Pre-Council Chambers at 116 West Bridge Street in Granbury, Texas. There were three board members present with two participating virtually which represented a quorum. Board members present included Chairman Joe Drew, Darlene Du Val, and Chuck Licata with Brian Caruthers and Mark Franco participating virtually. Also present were Joe Atwood, the Surface Transportation Technical Committee Hood County Representative and Michelle McKenzie, the Air Quality Program Manager.

- 1.) Chairman Joe Drew called the meeting to order at 9:15 a.m.
- 2.) Local updates were provided by the Air Quality Program Manager.
 - a. The February Meeting Summary was sent for board member review. There was no discussion of the meeting summary. A motion to approve the February Meeting Summary made by Chuck Licata and seconded by Mark Franco. The motion was approved with a vote of five ayes and no nays.
 - b. In the Monthly Budget Review for January, there were no additional expenses for the Interlocal Agreement and remaining funds in the amount of \$84,087.20 were received in reimbursement. Clean Air Funds were used for \$3,846.18 in salary expense, \$2,036.21 in fringe expense, \$23.99 for Adobe license and \$100 for registered agent attorney fees for a total of \$6,006.38. Balance for the Clean Air Funds at the end of January was \$57,948.35. A motion to approve the budget review was made by Darlene Du Val and seconded by Chuck Licata. The motion was approved with a vote of five ayes and no nays.
The balance at First National Bank is \$755.58 at the end of February. A deposit of \$10 was made in February.
 - c. In February, the approved January Meeting Summary was sent to the Reid Firm for development of the 2026 Annual Minutes and documents were sent to Molly Willsher and Associates for tax filing for the HCCAC.
 - d. In Rider 7 planning, the TCEQ contract with NCTCOG was sent to the Executive Board for consideration. The Air Quality Program Manager followed up with the City Director of Finance regarding accepting private funds to help pay for the overage on the Rider 7 projects. Any additional private funds would be treated the same as other funds received by the City in support of the Clean Air Coalition and would not cause any concern for the City.
 - e. The Purple Air Sensors, <https://www2.purpleair.com>, offer a Purple Air Classic Plus sensor for \$239 + \$45 for a 110 volt power supply to connect to a USB micro 5 volt that uses about 1 watt daily. They are meant for outdoor use and are 3.5"x3.5"x5" and last about two years. They connect to Wi Fi within 100 feet for

Summary Approved:



Date: 4-1-2026

- f. transmission of data to an interactive map. Data transfers are about 526 kb/month. There is an option for SD storage, and it does have Wi Fi data cloud storage. This might be a good project if funds were available to coordinate with the school district and help increase public participation in air quality monitoring. There was a discussion about needing to check the warranty information for the monitors.
- g. Discussion of meeting decorum. In discussing the need for a “public comment” to be added to the HCCAC meeting agenda, the City of Granbury notes on their agenda that speakers have a limit of three minutes allotted for comments regarding agenda items with a limit of 30 minutes. Their public comments on agenda items are at the start of the meeting with a second added at the end of the meeting for matters not on the agenda. Regarding Executive Session, there is a note at the end of the agenda stating that the City Council may convene into executive session on any listed agenda item should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551, of the Texas Government Code. This statement does apply to non-profits as well under the Texas Government Code. In discussion of how to incorporate these into the HCCAC agenda, a motion was made to add a Public Comment agenda item after the administration items and local updates with a limit of three minutes allotted and a limit of a total of 30 minutes. In addition, this note about the limit on public comments will be added at the end of the agenda along with the Executive Session wording. The motion was made by Darlene Du Val and seconded by Chuck Licata. These changes will be reflected on the April meeting agenda.
- h. Reports
 - i. The Air Quality Health Monitoring Task Force meeting was held on February 19th. In the update for Rider 7, Daniela Tower reviewed projects for 2026 and 2027. Rider 7 funds can be used for inventorying emissions, monitoring pollution levels, air quality modeling, regional air quality planning and administrative cost for PM 2.5 and ozone. For the PM2.5 Rider 7, there are two monitors that exceed the 9 microgram per meter cubed standard that is under consideration to be revoked. One monitor is in Tarrant County and the other is in Dallas County with readings of 9.6 and 9.9 micrograms per meter cubed respectively. For the Rider 7, six non-regulatory monitors for PM2.5 were installed in Dallas, Ellis, and Tarrant counties. The project is overseen by NCTCOG, TTI, and consultant Kevin Overton. For ozone, the Rider 7 covers Hunt and Hood counties. Hunt County has stayed consistent in ozone readings while Hood County has seen increases since 2021. In the overview of the previous Rider 7, five monitors were installed with the Wolf Hollow site showing the lowest levels of pollution. In the Ramboll Emission Inventory Review of 2022 point sources were the largest source of NOx and this will likely be growing with the data center and associated electric generation unit activity going on. For the next projects, there is a planned conceptual model for PM2.5 and ozone. There is no change in the

planning for PM_{2.5} for 2026/2027, but if EPA does revoke the new standard, then the Rider 7 for PM_{2.5} may or may not continue. Modeling projects are expected to help answer transport questions.

In Air Quality News, there was a discussion of three news articles and their impact on air quality concerns. The three articles were EPA stopping consideration of lives saved when setting rules on air pollution though they would still weigh health effects, but would not assign a dollar value to that; TCEQ not being equipped to enforce regulations on rapidly emerging AI data centers due to lack of funding; and EPA revoked the endangerment finding that underpins climate action for regulation of greenhouse gases. The revocation repealed all greenhouse gas emission standards for vehicles and engines manufactured from 2012-2027 and beyond.

In member announcements, the City of Dallas has been working on their 2025 emission inventory for greenhouse gases, and the City of Grand Prairie just completed their Climate Action Plan, and they are making plans for their Earth Day Event, Earth Day in the Prairie.

The next meeting is May 21st at 10 am and will be in-person with a virtual option.

- ii. Start of Ozone Season Air Quality Update and Review of 2025 Ozone Season. Ozone season for North Texas started on March 1st and runs through the end of November. In review of the current design value years-2024, 2025, and 2026, there is a monthly AQI summary that indicates which months had moderate and higher ozone values. The graphs show that ozone season high readings have been trending later into the year. In the past these were in July, August, and September now stretching into October as well as seeing earlier in March and April. This is likely related to increases in temperature in those months compared to the past. The graph also indicates that in certain months, there are days without readings at the monitor. It was suggested that these days be added to the graph as a gray box. This change will be made to the graph. In the ozone season update, there was one moderate reading at the end of February at the monitor for the 2026 ozone season and the current uncertified design value is at 64 parts per billion

3.) Regional Updates

- a. The Federal Highway Administration is currently seeking comments on a proposed modification to its 2023 Waiver of Buy America Requirements for EV Chargers. The administration is considering increasing the portion of total project cost to be sourced from US-manufacturers from 55% to 100% in highway projects receiving federal aid. This change, if passed, would apply to projects obligated after the date the modification goes into effect. Comments must be received by March 16th.

- b. 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>
- c. NCTCOG is offering \$58.6 million in rebate funding for the replacement of existing Class 6 and 7 vehicles with zero-emission vehicles through the North Texas Zero Emission Vehicle Call for Projects. This program includes box trucks, step vans, refuse haulers, street sweepers, utility trucks, and transit buses. Public and private entities can apply. More information at
<https://www.nctcog.org/trans/quality/air/funding-and-resources/chdv>.
Deadline to apply is May 15th.
- d. TERP Light Duty Motor Vehicle Purchase or Lease Incentive Program Opened on October 13th <https://www.tceq.texas.gov/airquality/terp/ldplip>. Now accepting only applications for CNG and propane vehicles through March 6, 2026.
- e. TERP Texas Clean School Bus Program is open now through May 22, 2026.
<https://www.tceq.texas.gov/airquality/terp/school-buses.html>
- f. Funding Opportunities at www.nctcog.org/aqfunding

4.) Other Discussion-

Website site visits over the last 90 days are at 693 with 286 in the last 30 days.

5.) Adjourned until April 1st.