

## August Meeting Summary

The August meeting of the Hood County Clean Air Coalition was held on August 5, 2026, in the Granbury City Hall Pre-Council Chambers at 116 West Bridge Street in Granbury, Texas. There were six board members present which represented a quorum. Board members present included Chairman Joe Drew, Mayor Jim Jarratt, Mayor Pro-Tem Lisa Clement, Mark Franco, Darlene Du Val, with Chuck Licata. Also present was Michelle McKenzie, Air Quality Program Manager, with Daniela Tower and Alethea Tsui-Bowen participating virtually.

- 1.) Chairman Joe Drew called the meeting to order at 9:02 a.m.
- 2.) Local updates were provided by the Air Quality Program Manager.
  - a. The July Meeting Summary was sent for board member review. There was no discussion about the July Meeting Summary. A motion to approve the July Meeting Summary made by Mark Franco and seconded by Mayor Jim Jarratt. The motion was approved with a vote of five ayes and no nays. The Annual Minutes signatures were completed and sent to the attorney's office.
  - b. In the Monthly Budget Review for June, Clean Air Funds were used for \$3,846.18 in salary expense, and \$1,991.96 in fringe expenses, \$23.99 for the Adobe license, and \$115.00 for the post office box renewal for a total of \$5,977.13. Funds were received from the City of Cresson in the amount of \$3,000 for support of the Coalition. Thank you to the City of Cresson. Balance for the Clean Air Funds at the end of June was \$40,827.29. A motion to approve the June Budget Review was made by Mark Franco and seconded by Mayor Pro-Tem Lisa Clement. The motion was approved with a vote of five ayes and no nays. A deposit of \$20 was made on July 22<sup>nd</sup>. The balance at First National Bank is \$785.58 at the end of July.
  - c. In the Rider 7 update, the Interlocal Agreement received final signatures on July 1<sup>st</sup>. The Quality Assurance Project Plan for the monitoring project was approved by TCEQ so that work can start on replacing sensors and other maintenance of the monitoring equipment. Jeremy with TTI has already started work on getting the monitors back up and running, including moving the Somervell County monitor away from the trees that were blocking the sun from the solar panels and adding the Aeroqual sensor at the Tolar location. After reviewing the project plan for the Bilateral Energy project, monitoring location will be more important, especially if construction begins soon. The RFP is being developed for the

modeling project. The RFP was published August 3<sup>rd</sup> with a deadline of August 31<sup>st</sup> for proposals to allow consideration of the proposals at the September 2<sup>nd</sup> HCCAC meeting – this may need to be done in an Executive Session either before or after the regular meeting. After the proposal is decided on, the project will need to go to City Council for final approval because of the dollar amount. This could hopefully happen at the end of September or early October.

- d. HCCAC funding update. As mentioned earlier, the City of Granbury received \$3,000 from the City of Cresson for support for the Coalition office. We will still need to request funding from the County. The Air Quality Program Manager met with the Judge on August 4<sup>th</sup>, and he will sponsor an agenda item for the August 25<sup>th</sup> Commissioners Court meeting for the HCCAC funding request of \$35,000. In checking with First National Bank regarding the “donate button” on the website, they suggested we may want to consider a separate bank account just for the “donations” to protect the original account. Minimum to open \$200 and \$500 balance to waive monthly service charge. If the Coalition decides to go forward with the additional account, it will need to be documented in the meeting notes as was done when the initial account was set up. They warned us to be careful of which company we choose to use for this purpose. The board will need to decide 1.) whether to open a new account for this purpose, 2.) which company to go with for the “donor button” service, 3.) order checks for the assigned account to move funds to the City of Granbury. Board members want to start with the current account and if enough funds are collected, then potentially open a second account and prefer to use ACH instead of ordering checks. A decision about which company to use for the “donor button” service will be made at a later meeting.
- e. Reports for meetings were presented by the Air Quality Program Manager.
  - i. At the last Air Quality Health Task Force meeting, the focus was on the need for different levels of air quality education presentations with different focus groups including one for the public. On July 21<sup>st</sup>, the subcommittee for the general topics of the Air Quality Task Force group met. There were representatives from the Cities of Fort Worth, Plano, and Denton as well as the University of Texas at Arlington. The meeting discussed what the various entities are hearing from people about what they want to learn about air quality. There was also discussion about how technical presentations should be and what topics should be included.
  - ii. The Charge Smart webinar on Expanding Public Access through EV Curbside Charging sponsored by the Interstate Renewable Energy Council was held on July 22<sup>nd</sup>. On July 22<sup>nd</sup>, the Interstate Renewable Energy

Council (IREC), sponsored a webinar for the Charge Smart program on Expanding Public Access Through EV Curbside Charging. The webinar began with an introduction for IREC. The IREC works on workforce development, local initiatives, and regulatory engagement. They are funded through the Department of Energy. The Charge Smart program is modeled after the Sol Smart program with a designation process for bronze, silver, and gold. The benefits of the program are ability to leverage staff capacity and funding, amplify impacts on funding, remove unnecessary boundaries, and decrease soft costs. The program also offers technical assistance.

The first webinar presentation was from the City of Alexandria, Virginia with a population of 160,000. Their curbside charging program had a focus on equitable distribution, removing barriers for charging through access to home and public charging, multi-unit residential, and workplace charging. The key points for their curbside charging were to keep it publicly accessible, deployed at no cost to the city or property owner, minimalistic design, and a five-year license per charger. The program required some code changes including allowable Right-of-Way (ROW) encroachment and EV charging only parking restrictions. There were also siting restrictions with a focus on providing home charging options. Implementation considerations include vendor financing and ownership, not looking at requests for private chargers in the ROW, and across the sidewalk charging.

The second webinar presentation was from the City of Milwaukie, Oregon with a population of 21,000 population. Their curbside charging program utilized on-pole EV charging. It was done through a public-private partnership with utility-led deployment and city facilities siting and permitting. They used enabling strategies like EV ready development standards, public outreach and education, and city hosted public EV charger maps. Their program sought to reduce the barrier to EV adoption of not having a place to charge near homes and competing demands for ROW space. On-pole EV chargers expanded access in the ROW, lowered infrastructure cost, and preserved ROW space. The benefits were it improved access for renters and residents in multi-family dwellings and supported neighborhood destinations. It also reduced infrastructure costs. The challenges were parking enforcement including concerns over lost street parking spaces, siting issues with limited poles meeting criteria and the balance of equity versus demand. Additional challenges were

due to external factors like a network transition and changes in their utility partner's transportation electrification priorities.

The final presentation was from Voltpost, who is a company that deploys pole EV charging on utility poles with level 2 chargers. They use a QR code that when scanned allows a charging cable to drop down from a charger installed further up the utility pole. These can be installed in just a few hours and do not require construction or trenching. They can reduce the cost of public level 2 charging by 70%. They also offer ceiling mount chargers that work well in parking garages as well as traditional pedestal chargers.

- iii. In the ozone season update, there have been 13 moderate reading days and 1 exceedance days at the monitor for the 2026 ozone season and the current uncertified design value is at 69, parts per billion through the end of July. The monitor had no readings on July 23 and 24. In reviewing the Air Quality Index this year looks very similar to 2025 so far. We have had missed readings in January, May, June, and July so far with June having the most missed readings.

3.) There were no public comments.

4.) Regional updates were provided by the Air Quality Program Manager.

- a. Round 5 Applications: Class 6 and 7 Vehicle Funding through the North Texas Zero Emissions Vehicles Call for Projects-  
<https://www.nctcog.org/trans/quality/air/funding-and-resources/chdv>. \$55 million in rebate funding available for replacement of Class 6 and 7 vehicles with ZEV. Program is for "vocational vehicles" including box trucks, step vans, refuse haulers, street sweepers, utility trucks, transit buses, etc. Public and private entities can apply. Applications are due by August 21<sup>st</sup>
- b. TCEQ ERIG Grants is now open. The Emission Reduction Incentive Grant (ERIG) program opened April 29<sup>th</sup> with funds available to replace or repower eligible non-road or stationary equipment powered by engines, turbines, or other internal combustion devices rated at 25 hp or greater with cleaner technologies. \$62.8 million is available to be awarded on a competitive basis. More information about the ERIG program is available at  
<https://www.tceq.texas.gov/airquality/terp/erig>.
- 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. \$30 million now available for repower and replacement of heavy-duty diesel vehicles with all-electric versions. Government entities can secure full funding up to 100% for eligible projects and private entities can obtain up to 75% funding.

d. Funding Opportunities at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

5.) Other Discussion: In checking for air permits, there is a new permit by rule pending for Wolf Hollow I. The application was submitted on July 31<sup>st</sup>. Still looking for more details. To fix some accessibility issues with the monthly meeting summaries, the signed approved meeting summaries will be filed at the HCCAC office, but the signees will be typed on the summaries posted on the website. The accessibility checking software could not recognize the signatures as text.

6.) Adjourn until September 2<sup>nd</sup>.

Summary Approved: Brian Caruthers  
Mark Franco

Date: September 4, 2026