

# Hood County, Texas Annual Path Forward Report

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Ozone Advance Program

**6/10/2014**

Hood County Clean Air Coalition

[www.granburyedc.com/cleanair](http://www.granburyedc.com/cleanair)

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## **1.0 Introduction**

As part of participation in EPA's Ozone Advance Program, areas are asked to submit annual updates of measures and programs in their Path Forward Documents. These documents are intended to fully describe the measures and/or programs the area will implement and provide a schedule for the implementation of each one (EPA, 2012a). This document is the first annual update on the measures and programs discussed in the Path Forward for Hood County, Texas. Data, measures, and program information that have changed from the initial commitments are in red text.

## **2.0 Background**

The programs and measures included in the Hood County Path Forward to aid in reduction of the formative emissions of ozone are focused on voluntary efforts for fuel and energy savings along with locally enforced ordinances. Hood County is ensuring actions are taken to improve air quality in the region, provide healthy air for its citizens, maintain healthy economic growth, and show leadership in environmental sustainability.

Hood County encompasses 425 square miles and is bordered by the counties of Erath, Somervell, Johnson, Parker, and Palo Pinto. The main trade center and county seat is the town of Granbury, Texas. Hood County's population for the 2010 Census was 51,182 including 7,978 in the town of Granbury. Granbury is the largest town in Hood County followed by the smaller communities of Tolar, Cresson, and Lipan. Currently over 21.3% of Hood County's population is aged 65 and older. From 2000 to 2010 more than 50% of the growth of the county was attributed to residents 55 and older (U.S. Census, 2014). Most of the residents who are not retired are employed within the county. Figure 1 indicates the geographic area of Hood County in the north Texas region including urbanized areas. Figure 2 is a map of the county including the county seat of Granbury and smaller communities of Tolar, Cresson, and Lipan.

Figure 1: Hood County location in north Texas region *Data source: NCTCOG, 2013a*

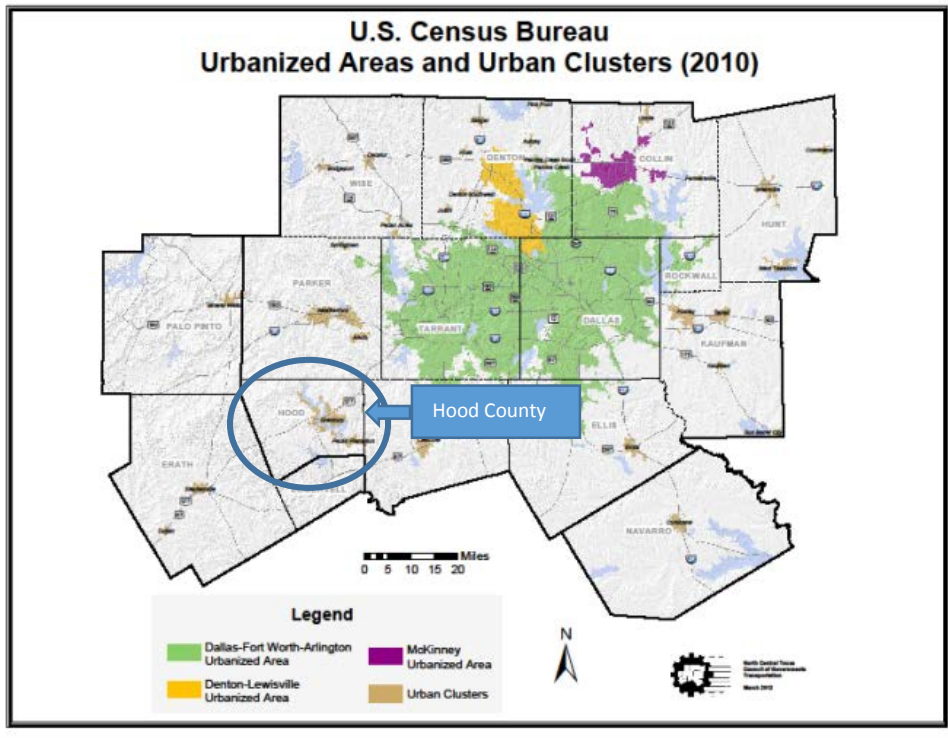
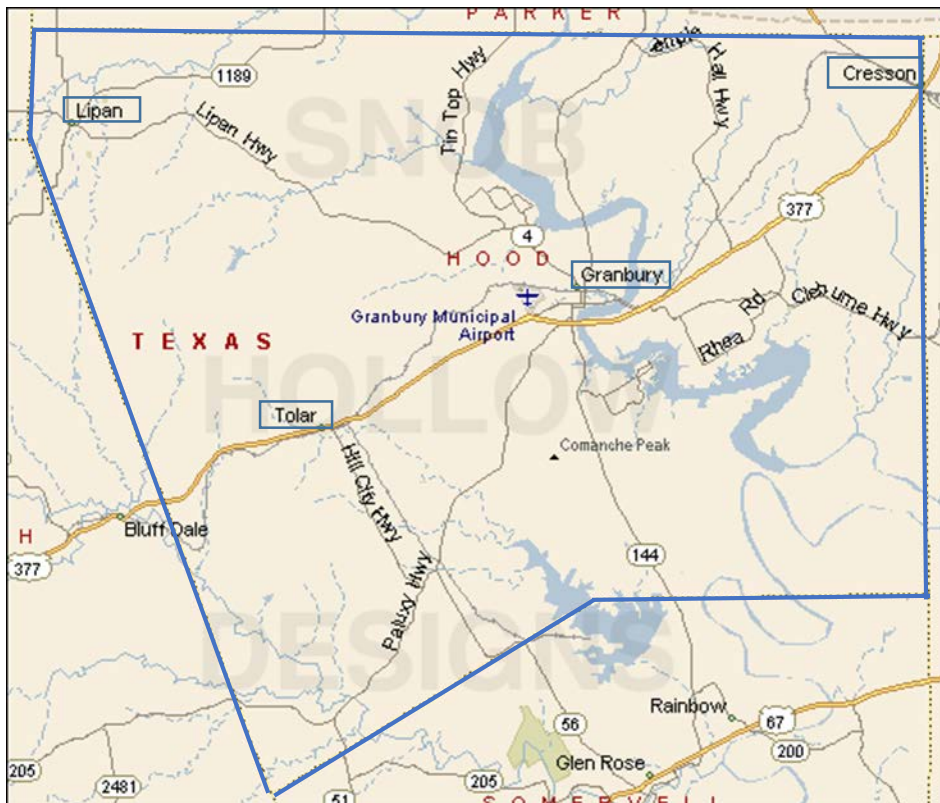


Figure 2. Map of Hood County, Texas *Data Source: County Maps of Texas, 2013*

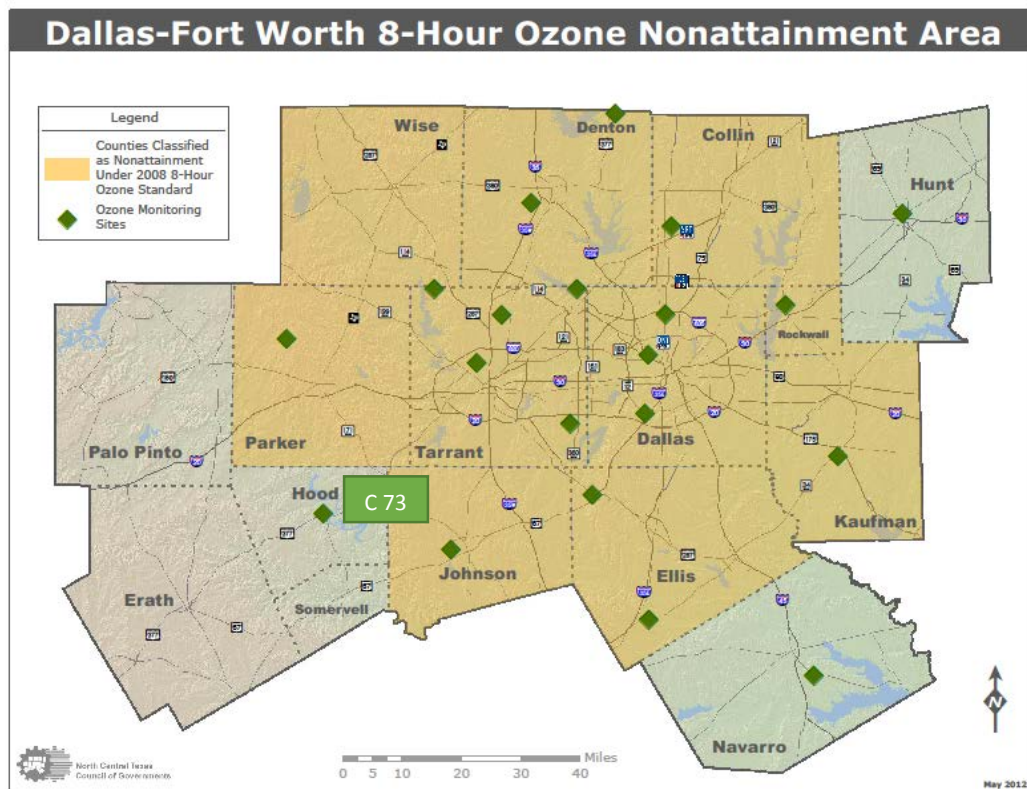


### 3.0 Current Ozone Data

#### 3.1 Ozone Design Values

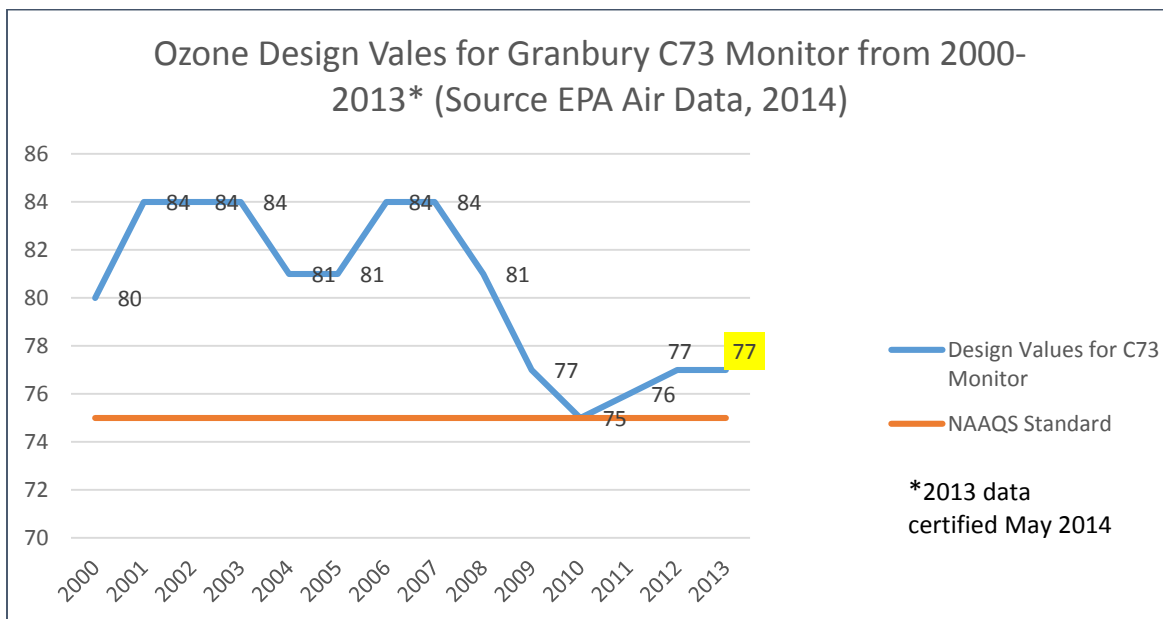
A statistic used to describe the air quality in a location with an air monitor is the Design Value (DV). The DV is used to designate nonattainment areas and measure progress towards meeting NAAQS. For ozone, the NAAQS is considered to be met when the annual fourth highest daily maximum 8 hour average concentration averaged over three years is 75 parts per billion (ppb) or less. There is one air quality monitor in Hood County located in Granbury, Texas. It is a regulatory monitor operated by the Texas Commission on Environmental Quality (TCEQ) and is identified as C73. Figure 3 is a map of regional air monitors with the location of monitor C73 identified. The gold area of the map represents the regional nonattainment area and green diamond shapes identify the location of air quality monitors.

**Figure 3: Map of Regional Air Quality Monitors including Dallas-Fort Worth 8-Hour Ozone Nonattainment Area** *Data Source: NCTCOG, 2013b*



For 2008-2010, Hood County’s DV for 8 hour ozone was at the NAAQS threshold of 75 ppb. For 2009-2011, the DV increased to 76 ppb and for 2010-2012 the DV was 77 ppb. For 2013, TCEQ listed Hood County with fourth highest concentration at 75 ppb and a 2013 DV of 77 ppb (TCEQ, 2014b). While working to understand why the readings for the county are high, Hood County is committed to working diligently to ensure that it will achieve levels below the NAAQS for ozone. Figure 3 is a graph of Ozone Design Values for the monitor C73 from 2000-2013. This figure provides an indication of trends in ozone concentrations from 2000-2013. DV values had been on a general decline until the years 2011 and 2012. With the further implementation of programs and measures described in the Path Forward, these values should return to a downward trend.

**Figure 3. Ozone Design Values for C73 Monitor in Granbury from 2000-2013.**



### 3.2 Number of Days that Ozone NAAQS were Exceeded

Historic data regarding number of days that the 75 ppb standard was exceeded from 2008-2013 are found in Table 1. This table also includes the four maximum values reported for these years. While the first max for 2013 was higher than previous years, the number of days that the Ozone NAAQS were exceeded declined to 3.

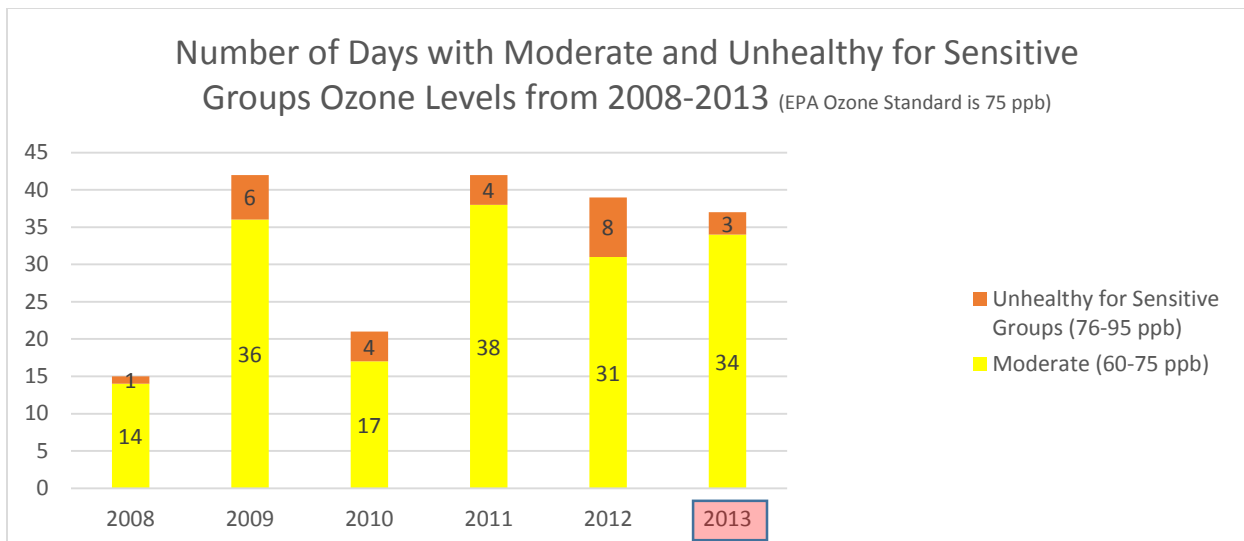
**Table 1. Number of days that NAAQS was Exceeded and Four Highest Maximum Values for 2008-2013 for Monitor C73.**

Data Source: EPA Air Data, 2014

Year	Number of Days	First Max	Second Max	Third Max	Fourth Max
2013	3	93	83	78	75
2012	8	82	80	80	80
2011	4	82	80	77	76
2010	4	80	80	79	77
2009	6	89	81	80	77
2008	1	78	75	73	73

The EPA Air Quality Index (AQI) is broken down into six categories. These categories are grouped by ozone levels and their associated air quality index values. The five categories and their associated indices are “good” (0-50), “moderate” (51-100), “unhealthy for sensitive groups” (101-150), “unhealthy” (151-200), “very unhealthy” (201-300), and “hazardous” (301-500). The “unhealthy for sensitive groups” category marks the first category with an ozone level above the NAAQS standard of 75 ppb (EPA Air Data, 2014). Figure 4 is a graphic representation for the number of days with “moderate” and “unhealthy for sensitive groups” ozone levels recorded at monitor C73. Figure 4 indicates a general decline in the overall number of days with moderate and unhealthy for sensitive groups ozone levels from 2009-2013.

**Figure 4. Number of Days with Moderate and Unhealthy for Sensitive Groups Ozone Levels from 2009-2013.** Data Source: TCEQ, 2014c.



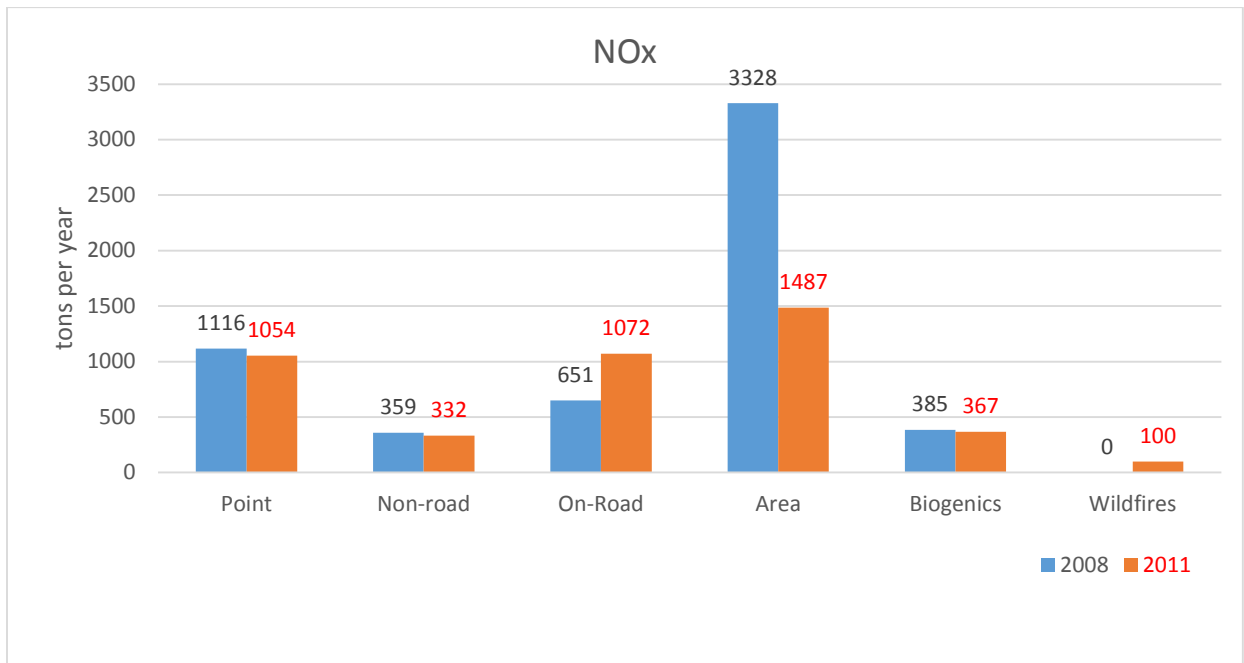
### 3.3 Emission Inventories

Emission inventory data is based on the 2011 National Emissions Inventory (NEI) for Hood County. In the Path Forward, the emission inventory data was based on the 2008 NEI for Hood County. Figures 5 and 6 compare the emissions inventories for NOx and VOC from 2008 and 2011 and indicate that the majority of anthropogenic NOx and VOC emissions were from area sources in 2008 and 2011. Figures 5 and 6 also indicate reductions in emissions associated with point, non-road, and area emissions from 2008 to 2011, but an increase in emissions associated with on-road sources. In the 2011 emission inventory, point sources were responsible for 1054 tons per year (tpy) NOx emissions and 107 tpy VOC emissions in Hood County. Non-road sources generated 332 tpy of NOx emissions and 180 tpy year VOC emissions. On-road sources generated 1072 tpy NOx emissions and 424 tpy per year VOC emissions. Anthropogenic area sources were responsible for 1487 tpy of NOx emissions and 2883 tpy of VOC emissions. Natural biogenic sources were 367 tpy for NOx and 5513 tpy for VOC emissions. Wildfire sources were associated with 100 tpy NOx and 1693 tpy VOC emissions in 2011. These sources combined generated 4412 tpy of NOx emissions and 10,800 tpy of VOC emissions in 2011. Hood County anthropogenic sources were associated with 3,945 tpy NOx emissions and 3,594 tpy VOC emissions in 2011. There was a significant decrease in area emissions for NOx and VOC from 2008 to 2011 due to reductions in oil and gas production. The 2008 NEI listed oil and gas production associated with NOx emissions of 3328 tpy and VOC emissions of 7121 tpy. The 2011 NEI listed oil and gas production associated with NOx emissions of 1464 tpy and VOC emissions of 2026 tpy. An emission inventory review for Hood County is expected to be complete in early 2015 and should help explain these changes. Source emissions are listed by sector in Table 2 with point source emissions in orange, non-road sources in yellow, on-road sources in green, and area sources in blue.



**Figure 5. Summary of NOx Emission Sources (tpy) for Hood County**

Data Source: 2008 NEI v. 2.0 and 2011 NEI v1.0



**Figure 6. Summary of VOC Emission Sources (tpy) for Hood County** Data Source: 2008 NEI v2.0 and 2011 NEI v1.0

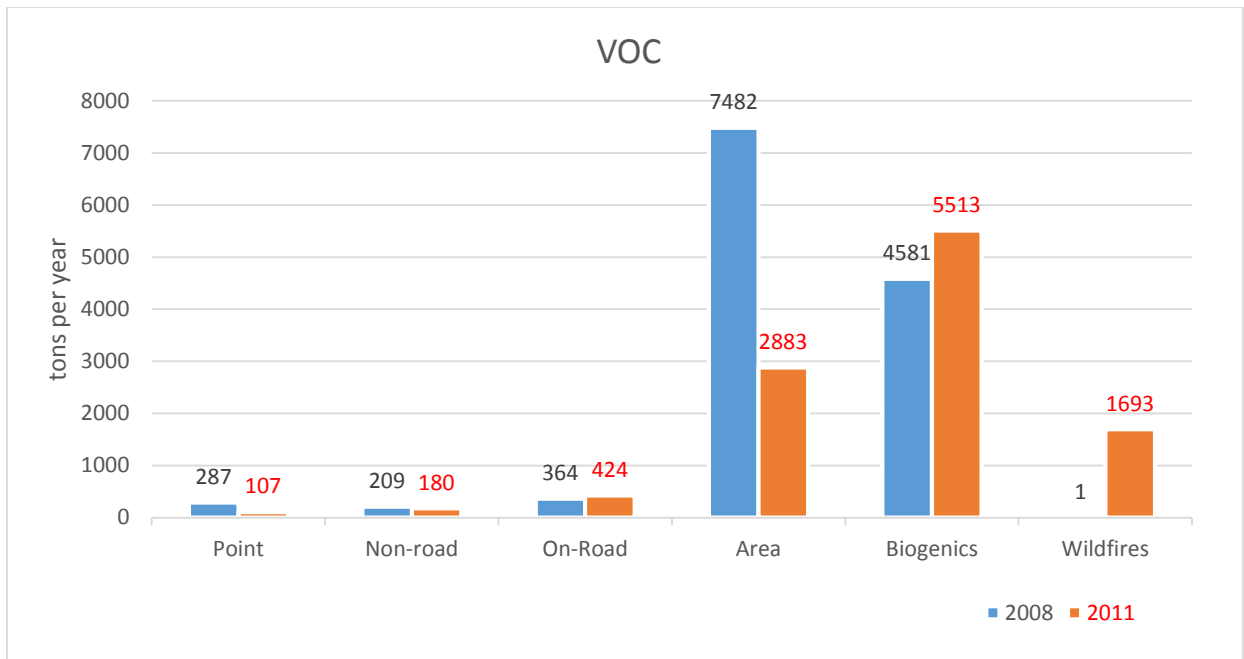


Table 2. Emission Sources by Sector for Hood County (tpy) Data Source: 2011 NEI v1.0

Sector	Description	2011 NOX	2011 VOC
Biogenics	Vegetation and Soil	367	5513
Bulk Gasoline Terminals			3
Commercial Cooking			2
Fires	Wildfires	100	1693
Fuel Comb	Comm/Institutional - Biomass	0	0
Fuel Comb	Comm/Institutional - Natural Gas	12	1
Fuel Comb	Comm/Institutional - Oil	0	0
Fuel Comb	Comm/Institutional - Other	0	0
Fuel Comb	Electric Generation - Natural Gas	519	4
Fuel Comb	Industrial Boilers, ICEs - Biomass	0	0
Fuel Comb	Industrial Boilers, ICEs - Natural Gas	521	102
Fuel Comb	Industrial Boilers, ICEs - Oil	2	0
Fuel Comb	Residential - Natural Gas	4	0
Fuel Comb	Residential - Oil	0	0
Fuel Comb	Residential - Other	10	0
Fuel Comb	Residential - Wood	2	19
Gas Stations		0	363
Industrial Processes	Oil & Gas Production	1464	2026
Industrial Processes	Petroleum Refineries	1	0
Industrial Processes	Storage and Transfer	0	114
Miscellaneous	Non-Industrial NEC	0	14
Mobile	Aircraft	1	3
Mobile	Locomotives	29	1
Mobile	Non-Road Equipment - Diesel	278	25
Mobile	Non-Road Equipment - Gasoline	20	150
Mobile	Non-Road Equipment - Other	5	1
Mobile	On-Road Diesel Heavy Duty Vehicles	371	31
Mobile	On-Road Diesel Light Duty Vehicles	41	6
Mobile	On-Road Gasoline Heavy Duty Vehicles	18	5
Mobile	On-Road Gasoline Light Duty Vehicles	641	382
	Consumer & Commercial Solvent Use		235
Solvent	Degreasing	0	14
Solvent	Dry Cleaning	0	0
Solvent	Graphic Arts	0	2
Solvent	Industrial Surface Coating & Solvent Use	0	31
Solvent	Non-Industrial Surface Coating	0	49
Waste Disposal	Waste Disposal	6	10
	<b>Totals</b>	<b>4412</b>	<b>10800</b>
	<b>Anthropogenic totals</b>	<b>3945</b>	<b>3594</b>

#### 4. 2014 Status of Measures and Programs

**Table 3. Status of Measures and Programs**

<b>Project</b>	<b>Entity</b>	<b>Description</b>	<b>Proposed Schedule in Path Forward</b>	<b>Current Status</b>
Stakeholder Group	Hood County Clean Air Coalition	1. Holding monthly meetings. 2. Researching and coordinating efforts to address air quality issues in Hood County	Current Strategy	Continuous
Informational website	Hood County Clean Air Coalition	1. May 2012 website developed 2. June 2014 website expanded and new domain established: <a href="http://www.hoodcountycleanair.com">www.hoodcountycleanair.com</a>	Current Strategy	Ongoing
Intern	Hood County Clean Air Coalition	Intern position replaced with an Air Quality Program Manager position	Current Strategy	Ongoing
Regional Partnerships	Hood County Clean Air Coalition	The North Central Texas Council of Governments and North Texas Commission continue to be valuable resources	Current Strategy	The Coalition participates in meetings/conference calls with NCTCOG including bimonthly conference calls for Air North Texas and quarterly Air Quality Technical meetings. The next conference call is July 17 <sup>th</sup> and the next Technical meeting is June 16 <sup>th</sup> .

Project	Entity	Description	Proposed Schedule in Path Forward	Current Status
Public Awareness Campaign	Hood County Clean Air Coalition	<p>Participated in HOA meeting and pursued participation in additional HOA meetings with Air North Texas, sent information out regarding October Car Care Month Car Clinics, held Hood County Natural Gas Forum in February 2014, researched scripts for radio and TV PSA's for 2014 ozone season from Air North Texas and Federal Highway Association's italladdsup.gov website</p> <p>Partnered with local school and Air North Texas for an Air Quality Poster Contest to correlate with Green Apple Schools' Day of Service in Sept. 2013 and also partnered with school for Earth Day Project in April 2014.</p>	<p>Increased participation in NCTCOG programs by June 2013 and increased public service announcements by August 2013</p>	<p>Continuous and Ongoing</p>
Highway Improvement Projects	Texas Department of Transportation	<ol style="list-style-type: none"> <li>1. Loop 567 extension was completed in June 2013</li> <li>2. Rail overpass project still in Project Development Process</li> </ol>	<ol style="list-style-type: none"> <li>2. Project Development Process</li> </ol>	<ol style="list-style-type: none"> <li>1. Completed June 2013</li> <li>2. Ongoing</li> </ol>

Project	Entity	Description	Proposed Schedule in Path Forward	Current Status
Trip Reductions	1. Hood County, City of Granbury, and numerous area employers 2. City of Granbury 3. City of Granbury	1. Continued use of direct deposit (Coalition member TEAS added direct deposit and electronic paystubs)  2. Trolley replaced with tram and van service  3. Expanding bike rental program (start date May 2013) and pursuing expansion of trail	Current Strategy	1. Continuous  2. Ongoing  3. Ongoing
Alternative Fuel Vehicles	Hood County Clean Air Coalition	1. Hood County partnered with DFW Clean Cities, the Texas Railroad Commission, and ATMOS Energy to provide an educational Forum Event for area fleets (Hood County Natural Gas Forum) in February 2014. 2. Researching possibilities for natural gas infrastructure. 3. Second event in April 2014 to provide information to area fleets regarding CNG fuel in Cresson, Texas partnered with Texas Railroad Commission and Independence Fuel Systems	Research Conversion of city and county fleets	1. Completed February 4, 2014  2. Ongoing - will continue to reach out to public and private fleets with future events 3. Completed April 7, 2014

Project	Entity	Description	Proposed Schedule in Path Forward	Current Status
Idling Restrictions	1. Hood County 2. City of Granbury	1. Hood County passed a voluntary idling restriction resolution in April 2012 2. The City of Granbury passed an Idling Restriction Ordinance in October 2013 and signed and sent a Memorandum of Agreement (MOA) for enforcement to the TCEQ. The City received the MOA from TCEQ in May 2014 and now has the authority to enforce the Ordinance.		1. The county does not have the authority to enforce this, but encourages voluntary actions with the Resolution. 2. The City of Granbury Police Department recently acquired signs, posters, and brochures for enforcement of the Ordinance.
Travel Systems Management	Hood County Clean Air Coalition	Investigation of signal improvement or additional turn lanes	August 2013	Ongoing – efforts to find information regarding travel systems management have not been successful to this point, but will continue to try to seek improvements
Review of Air Permits	Hood County Clean Air Coalition	Continuing to monitor air permits. Began educational process of learning about the air permitting process in Texas and components of a permit review.	Current Strategy	Continuous

Project	Entity	Description	Proposed Schedule in Path Forward	Current Status
Modeling Emission Sources	City of Granbury	Technical work including a Conceptual Model, Emission Inventory Review, and some Photochemical Modeling will be completed in 2014 and will help determine which controls will be most effective in improving air quality in the region	Long term Strategy for future consideration	Ongoing
Review of Efforts at Eagle Ford Shale	Hood County Clean Air Coalition	Efforts will be made to investigate how local stakeholders in the Eagle Ford Shale in South Texas were able to attract oil and gas representatives to participate in the clean air effort	Long term Strategy for future consideration	Ongoing – have made connections through outreach for CNG station to transport and service companies involved in oil and gas development
Improved Energy Efficiency	<ol style="list-style-type: none"> <li>1. United Cooperative Services</li> <li>2. Tri County Cooperative and United Cooperative</li> </ol>	<ol style="list-style-type: none"> <li>1. United Cooperative Services, local utility, began construction on LEED certified building which will include an energy management education center and a charging station for electric vehicles.</li> <li>2. Tri County Cooperative and United Cooperative both offer free energy audits for customers</li> </ol>	Long term Strategy for future consideration	<ol style="list-style-type: none"> <li>1. Building to be complete January 2015.</li> <li>2. Ongoing</li> </ol>

## **4.2 Discussion of Programs and Measures Status**

### **4.2.1 Outreach and Education**

#### **4.2.1.1 Stakeholder Group**

One of the first steps in Hood County's efforts was the formation of the stakeholder group – the Hood County Clean Air Coalition. The Coalition has progressed to holding monthly meetings to discuss the status of projects and to consider future activities that will address air quality issues in Hood County including educating citizens about air quality issues. A current list of individual members of the coalition and their affiliations are found in Appendix A. The stakeholder group is a continuous and ongoing measure to address ozone in Hood County.

#### **4.2.1.2 Informational Website**

The Coalition also sponsors an informational website that was originally developed in May 2012. By the end of June 2014, a new expanded website will be established with a new domain. The current website includes the Ozone Advance Path Forward Document, bimonthly newsletters produced by the Coalition, meeting agendas, and daily air quality information. It also has links to EPA, the Ozone Advance Program, and Air North Texas, one of the Coalition's regional partnerships. The new website will have additional links to other regional partners through the North Central Texas Council of Governments (NCTCOG) including Dallas Fort Worth (DFW) Clean Cities, Try Parking It, and the Air North Texas Program. The website is a continuous and ongoing measure to address air quality issues in Hood County.

#### **4.2.1.3 Intern position**

The Coalition initially created an intern position to help with maintenance of the group. This position has transitioned into a full time Air Quality Program Manager position to manage the various measures and programs being implemented. The transition is ongoing, but should be complete by the end of June 2014.

#### **4.2.1.4 Regional Partnerships**

The Coalition continues to benefit from the valuable resources available through regional partnerships with the NCTCOG and the North Texas Commission (NTC). In June of 2013, Hood County joined the Department of Energy's Clean Cities Program through the DFW Clean Cities. Hood County partnered with DFW Clean Cities, the Texas Railroad Commission, and ATMOS



Energy to provide an educational Forum Event for area fleets (Hood County Natural Gas Forum) in February 2014. The DFW Clean Cities Coalition seeks to improve air quality and create energy diversity through several objectives including facilitating development of alternative fuel vehicles, support installation of alternative fuel refueling infrastructure throughout the DFW metroplex, increase the use of fuel blends, accelerate sales of hybrid electric vehicles, promote informed consumer choice on fuel economy, and encouraging the use of idle reduction technologies for heavy-duty and other vehicles. Through these efforts, air quality will be improved, greenhouse gas emissions reduced, energy security enhanced, and energy related jobs created (Dallas-Fort Worth Clean Cities Coalition, 2014). The Try Parking It program seeks to reduce the number of commuter trips through alternative transportation including carpool and vanpool options (Try Parking It, 2014). A link to this program will be added to the new Hood County Clean Air Coalition website.

#### **4.2.1.5 Public Awareness Campaign**

Increased public awareness of the issue of clean air in the region is an important step. Hood County has already begun the process of increasing public awareness of the importance of taking steps to reduce emissions through the website created for the Hood County Clean Air Coalition. The Coalition participated in one Homeowner's Association meeting along with a representative from Air North Texas in 2013. Information was sent out regarding October and April Car Care Months. The Coalition partnered with a local elementary school and Air North Texas for an air quality poster contest for Green Apple Schools' Day of Service in the fall of 2013. The Coalition partnered again with Air North Texas and the elementary school for an Earth Day museum event. The Coalition has been reviewing scripts for TV and radio ads for use in the 2014 ozone season from Air North Texas and the Federal Highway Administration's "it all adds up" campaigns. The education and public awareness campaigns are ongoing and continuous. Education and awareness campaigns have potential to reduce both NOx and VOC (EPA, 2012b).

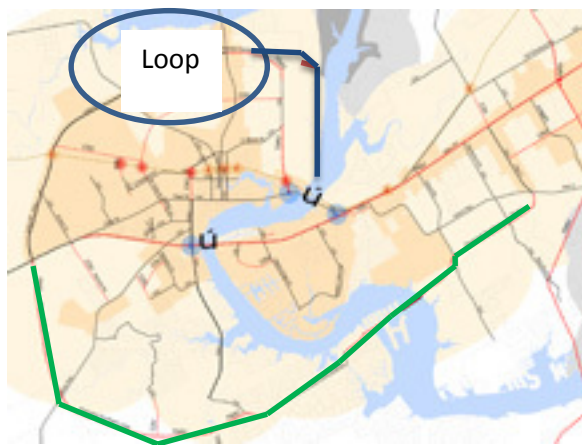
#### **4.2.2 Transportation**

##### **4.2.2.1 Highway Improvements**

Measures included in the Path Forward addressing highway improvements included the extension of Loop 567 to avoid congestion in the downtown Granbury area. The Loop connected Highway 51 to Pearl Street, bypassing the town square and improving traffic flow in the area. The extension was completed in June 2013 and it has improved traffic flow around the town square especially during high traffic times like early morning and late afternoon. Long term plans include a possible extension to the southern section of Loop 567. The second

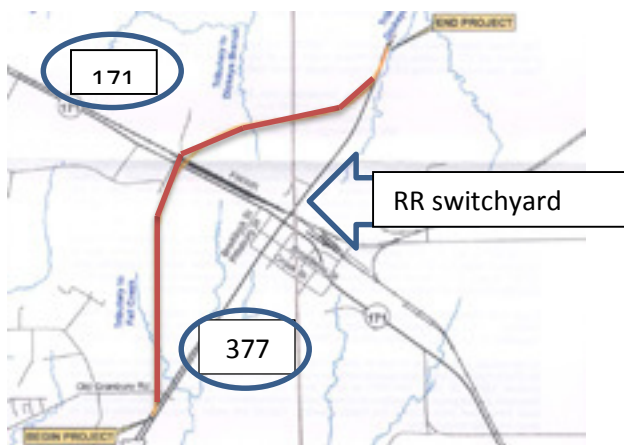
highway improvement project discussed in the Path Forward was an overpass over the railroad switchyard and State Highway 171 in Cresson, Texas. The overpass will improve mobility on Highway 377 which has had issues of traffic flow in the area partially due to the rail traffic. Highway 377 is the main route from Granbury to the Dallas-Fort Worth area and is used extensively. This project is still in the Project Development Process with the Texas Department of Transportation (TxDOT). In February 2014, TxDOT held an informational meeting to provide an update for the overpass plans. Construction is estimated to cost \$38.8 million and current funding is \$10.75 million. TxDOT will continue to work with Counties to identify full funding. It is estimated that construction could potentially begin in 2016 and construction would take approximately 2 years. An environmental document has been completed for the project in accordance with the National Environmental Policy Act. Figure 7 is an illustration of the two highway improvement projects. These types of travel efficiencies can reduce NOx emissions by 2-5% (EPA, 2012b).

**Figure 7. Highway Improvements a.) Granbury Loop 567 extension b.) Cresson project**



a.) Current Loop 567 Extension ———

Possible future expansion Loop 567 ———



b.) Cresson Overpass Project ———

#### 4.2.2.2 Trip Reductions

There were several programs already in place that reduce trips in Hood County. Several of the main employers use direct deposit including those listed in Table 4. **Another of the main employers added direct deposit this year – Total Equipment and Service (T.E.A.S.).**

**Table 4. Hood County Employers Using Direct Deposit** *Data Source: Lake Granbury Area EDC, 2014*

<b>Employer</b>	<b>Number of Employees</b>
Granbury ISD	1000
City of Granbury	170
Hood County	355
Wal-Mart	417
H.E.B.	200
Kroger	100
Lowe's	150
Home Depot	115
<b>T.E.A.S.</b>	<b>135</b>

**The City of Granbury retired its trolley that was in operation for over ten years and is considering alternatives, such as tram and van service to transport tourists and visitors to the historic district (Hood County News, 2013).** With the age of the petroleum fueled trolley, replacement with newer, smaller vehicles should result in fewer NOx emissions. The local retirement centers including The Estates, Charterhouse at Lake Pointe, Waterview, Quail Park, Gardens of De Cordova, Arbor House, The Oaks of Granbury, Quail Park Assisted Living, The Courtyard at Lake Granbury, and Harbor Lakes Nursing and Rehab Center continue to operate busses for their residents' local transportation needs as well.

The City of Granbury continues to pursue expansion of the hike/bike trail that runs through the city. The Moments-In-Time Hike and Bike Trail was built in 2006 and is an eight foot wide concrete trail that runs 2.17 miles from the airport to north of the downtown square. Granbury also has a city ordinance allowing use of golf carts for transportation in certain portions of the city. **In 2014, there are plans for an expansion of the bike rental program from the current six individual bikes to include a surrey that will accommodate two adults and two children.** The combination of reduction in trips and use of active transportation will result in emission reductions.

#### **4.2.2.3 Alternative Fuel Vehicles**

The Hood County Clean Air Coalition has partnered with different groups for two events to promote compressed natural gas and propane vehicles. The first event was held in February 2014 in partnership with DFW Clean Cities, the Texas Railroad Commission, and Atmos Energy. The event was held in Granbury and various fleet managers in the area were invited to learn about the benefits of alternative fuel vehicles. The second event was held in April 2014 in Cresson. The Cresson event included representatives from the Texas Railroad Commission and alternative fuel infrastructure companies. Area oil and gas service companies were invited to learn about compressed natural gas fuel. The City of Granbury, Hood County, and Granbury ISD are also considering the possibilities of alternative fuel vehicles. An alternative fuel program for on road heavy duty vehicles would produce a control efficiency of up to 60% for NOx and up to 13% for VOC (EPA, 2012b). These actions will result in significant reductions of NOx emissions.

#### **4.2.2.4 Idling Restrictions**

In October 2013, the City of Granbury signed and sent a Memorandum of Agreement (MOA) to the Texas Commission on Environmental Quality (TCEQ) and adopted an Idling Restriction Ordinance. The City received the MOA signed by TCEQ in May 2014 and now has the authority to enforce the Ordinance. Hood County passed a voluntary idling restriction resolution in 2012. Enforcement of the Ordinance within city limits and education of the voluntary Resolution will help with emission reductions. Elimination of long duration idling can result in NOx reduction of 10-33% and VOC reductions of 21-60% (EPA, 2012b).

#### **4.2.2.5 Travel Systems Management**

Investigation into travel systems management is ongoing. Through the addition of turn lanes and signal improvement in the City of Granbury, emissions will be reduced.

#### **4.2.3 Review of Air Permits**

Hood County will continue to review any air permit received by TCEQ for new construction or modification of existing industrial sources in Hood County to identify possible air quality impacts. Efforts can then be taken to identify reduction strategies to offset any increase in emissions. These efforts will be continuous.

#### **4.2.4 Modeling Emission Sources**

Technical work including a Conceptual Model, Emission Inventory Review, and some photochemical modeling will be completed by the end of 2014. The technical work will help determine which controls will be most effective in improving air quality in the region.

#### **4.2.5 Review of Efforts at Eagle Ford Shale**

In the Eagle Ford Shale oil and gas development in South Texas, local stakeholders have been successful in encouraging local oil and gas development companies to be part of efforts to reduce emissions in the region. Hood County continues to have plans to investigate what efforts were initiated to encourage oil and gas representatives to be part of that effort to improve air quality in that region. Oil and gas related companies have been included in the alternative fuel vehicle and infrastructure meetings. Ongoing efforts may result in increased involvement of oil and gas representatives, active in Hood County, in the clean air effort.

#### **4.2.6 Improved Energy Efficiency**

Hood County continues to seek funding through grant application and private capital for improved energy efficiency. These funds would allow for improved energy efficiency for local school districts, City of Granbury, and Hood County offices. **United Cooperative Services, a local utility, began construction on a LEED certified building addition which will include an energy management education center and a charging station for electric vehicles. The addition is scheduled to be complete in January 2015.** The Tri County Cooperative and United Cooperative continue to offer free energy audits for customers. Improved energy efficiency for public and private entities will result in emission reductions for the region.

### **5.0 Implementation Schedule**

As part of the Ozone Advance Program, it is recommended that an area commit to a five year term, with an option to renew at the end of the term. Hood County joined the Advance Program in April 2012 and commits to following general schedule:

June 2014 Submit first annual report on status of local air quality, measures and programs in place and lessons learned, re-evaluate and revise path forward as necessary.

Summer 2014 Action on measures/programs:

- Review preliminary air monitoring results and re-evaluate path forward
- Research and develop new and/or revise existing measures/programs as appropriate
- Research and evaluate any funding opportunities against program goals

June 2015 Submit annual report on status of local air quality, measures and programs in place and lessons learned, re-evaluate and revise path forward as necessary.

Hood County continues to be committed to the Ozone Advance Program as part of its efforts to improve air quality in the region. Through the formation of the Hood County Clean Air Coalition, the county has brought together many groups of stakeholders to coordinate efforts to address the issues. The coalition represents that these stakeholders continue to support taking action to support clean air efforts including participation in the Ozone Advance Program.

Darrell Cockerham, Chairman of Hood County Clean Air Coalition  
County Judge

Michelle McKenzie, Air Quality Program Manager  
Hood County Clean Air Coalition

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## Appendix A

## Hood County Clean Air Coalition Members

<b>Name</b>	<b>Affiliation</b>
<b>Board Members</b>	
Darrell Cockerham (Chairman)	Hood County Judge
Mark Clark	Luminant Environmental Manager
John Campbell	Owner Diamond C
Bob Cornett	Mayor, City of Cresson
Mark Franco	Total Equipment and Services
Nin Hulett	Mayor, City of Granbury
Terry Johnson	Mayor, City of Tolar
Dave Porcher	Dave Porcher Mowing Service
<b>Members</b>	
Tony Allen	Councilman for City of Granbury
Barry Beadle	President of Total Equipment and Services
Steve Berry	Commissioner of Hood County
Brian Boerner	Chesapeake Energy
Jan Caldwell	Luminant Community Relations
Robert Kent	Director of Environmental Programs, NTC
Chris Klaus	Senior Program Manager, NCTCOG
Dr. James Largent	Superintendent, Granbury ISD
Mauri Montgomery	United Cooperative, Director of Community Relations
Lee Overstreet	Winston Properties
Randy Pearson	Central Texas Title
Tori Regas	State Representative Keffer
Mike Scott	Granbury Chamber of Commerce
David Southern	Southern Concepts
Dr. Allison Stamatis	Weatherford College
Congressman Charlie Stenholm	Retired
Shannon Stevenson	Program Manager, Air Quality Planning and Operations, NCTCOG
Wayne McKethan	Granbury City Manager
Marie Ferguson	Coordinator, Lake Granbury Area EDC
<b>Warren Ketteaman</b>	<b>Executive Director, Lake Granbury Area EDC</b>
Michelle McKenzie	Air Quality Program Manager, Hood County Clean Air Coalition