

2017 ADVANCE PROGRAM ANNUAL REPORT TO EPA



Greater New Orleans Clean Air Coalition

REGIONAL PLANNING COMMISSION 10 Veterans Memorial Boulevard, New Orleans LA 70124

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Introduction

In an effort to maintain and improve the air quality of the Greater New Orleans area, the Regional Planning Commission (RPC) signed up to participate in EPA's Advance Program for ozone in June of 2012. At that time, the RPC noted its intent to "work proactively with business and community leaders to identify and implement programs that result in cleaner air" for the citizens of the region. As a part of participation in that voluntary program, the RPC must submit annual progress reports that document initiatives and progress that have been made toward the clean air goals.

The Regional Planning Commission represents the Parishes of Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa. The RPC is the Metropolitan Planning Organization (MPO) for the urbanized areas of New Orleans, Slidell, Mandeville-Covington, and South Tangipahoa Parish. The MPO responsibilities involve transportation planning activities.

Ozone levels across the region have continued to drop and the RPC is confident that the voluntary actions, education and outreach that are occurring through the Ozone Advance and other programs will help this trend to continue into the future.

Attainment History

The New Orleans consolidated metropolitan statistical area (CMSA) was designated nonattainment for the 1-hour ozone standard by operation of law in the November 6, 1991 Federal Register (56 FR 56694). This area included the Parishes of Jefferson, Orleans, St. Bernard, and St. Charles. Since the State had collected the required three years of ambient air quality data necessary to petition for redesignation to attainment, and these data demonstrated that the ozone standard had not been violated, the New Orleans (CMSA) was classified as transitional¹. The CMSA did not include St. John the Baptist Parish or St. Tammany Parish. St. Tammany Parish was designated attainment for ozone in the 1991 notice. St. John the Baptist Parish was redesignated from nonattainment to attainment March 31, 1989 (61 FR 13185) effective May 30, 1989 after demonstrating three years of monitoring data that met the standard.

On April 23, 1993, the State of Louisiana submitted a request to have the New Orleans CMSA redesignated to attainment. Their submittal also included a maintenance plan and contingency measures for Jefferson, Orleans, St. Bernard and St. Charles parishes. St. John the Baptist Parish

¹ If an area designated as an ozone nonattainment area as of the date of enactment of the Clean Air Act Amendments of 1990 has not violated the national primary ambient air quality standard for ozone for the 36-month period commencing on January 1, 1987, and ending on December 31, 1989, the Administrator shall suspend the application of the requirements of this subpart to such area until December 31, 1991. By June 30, 1992, the Administrator shall determine by order, based on the area's design value as of the attainment date, whether the area attained such standard by December 31, 1991. If the Administrator determines that the area attained the standard, the Administrator shall require, as part of the order, the State to submit a maintenance plan for the area within 12 months of such determination. If the Administrator determines that the area failed to attain the standard, the Administrator shall, by June 30, 1992, designate the area as nonattainment under section 107(d)(4).

and St. Tammany Parish were included in the maintenance and contingency plans. St. John the Baptist parish was previously redesignated to attainment and St. Tammany Parish has never been designated as nonattainment. Although the EPA deemed this initial submittal complete on September 10, 1993, certain approvability issues existed. The State of Louisiana addressed these approvability issues and submitted a revised maintenance plan and redesignation request on October 14, 1994.

EPA approved the April 23, 1993, redesignation and maintenance plan, as supplemented on October 14, 1994, for the New Orleans CMSA transitional ozone nonattainment area. EPA redesignated the New Orleans CMSA, including the six parishes of Jefferson, Orleans, St. Charles, St. Bernard, St. John the Baptist and St. Tammany, to attainment for ozone effective December 1, 1995. No new state regulations were approved into the Louisiana State Implementation Plan in association with the redesignation of the New Orleans CMSA to attainment.

Section 175A of the Clean Air Act requires that the maintenance plan be revised for a second ten-year period. That time period covered the years 2005 through 2015 and the area is now in full attainment.

The New Orleans MSA would have most likely violated the 2008 ozone standard if the level had been set below 70ppb. At that time, the LDEQ encouraged the area to join the Advance Program and to become more proactive in managing air quality concerns in the metro area.

Greater New Orleans Clean Air Coalition

Using the example set by the Baton Rouge Clean Air Coalition and with the assistance of the Louisiana Department of Environmental Quality (LDEQ), RPC hosts the Greater New Orleans Clean Air Coalition. This coalition of local governments, state environmental agencies, relevant trade associations (e.g., Louisiana Chemical Association and Louisiana Mid-Continent Oil and Gas Association), local businesses, industries, and ports meet on a regular basis with the goal of finding the most effective ways to improve air quality, specifically focused on ozone. During 2017, the Coalition met on a bimonthly schedule. At each meeting, representatives from the LDEQ brief coalition participants on the status of design values for ozone, particulate matter (PM) and sulfur dioxide (SO₂) for our area. DEQ also kept coalition members up to date with the progress being made to implement the Volkswagen Settlement program which will provide funding for alternate fuel vehicle projects. At each Coalition meeting, we strive to bring in local experts to talk about relevant air quality topics, specifically those dealing with strategies and initiatives to reduce ozone precursor emissions.

During 2017, the Coalition has developed a strategic plan to help guide a number of efforts that it hopes to evaluate further and potentially implement during 2018. One of the projects that we hope to implement in 2018 is related to local area outreach. We are currently developing parish by parish Powerpoint presentations that can be taken around to local governmental officials as well as other local partners. In these presentations, we will explain a little about the Coalition

and some air quality basics. We also want each area to understand where the emissions come from, so we will be utilizing the emissions profiles that EPA previously provided.

Coalition Stakeholders

As the Coalition has continued moving forward with its air quality efforts, the participation of some key stakeholders has been critical. In addition to the Louisiana DEQ staff who provide good air quality information at each of our meetings, other key participants include two trade organizations -the Louisiana Chemical Association (LCA) and Louisiana Mid-Continent Oil and Gas Association (LMOGA). Additionally, we have good representation from local governmental offices, the Port of New Orleans, local industry and environmental consulting firms. The coalition mailing list includes over one hundred individuals representing all of these areas who have expressed interest in supporting the efforts of the Coalition.

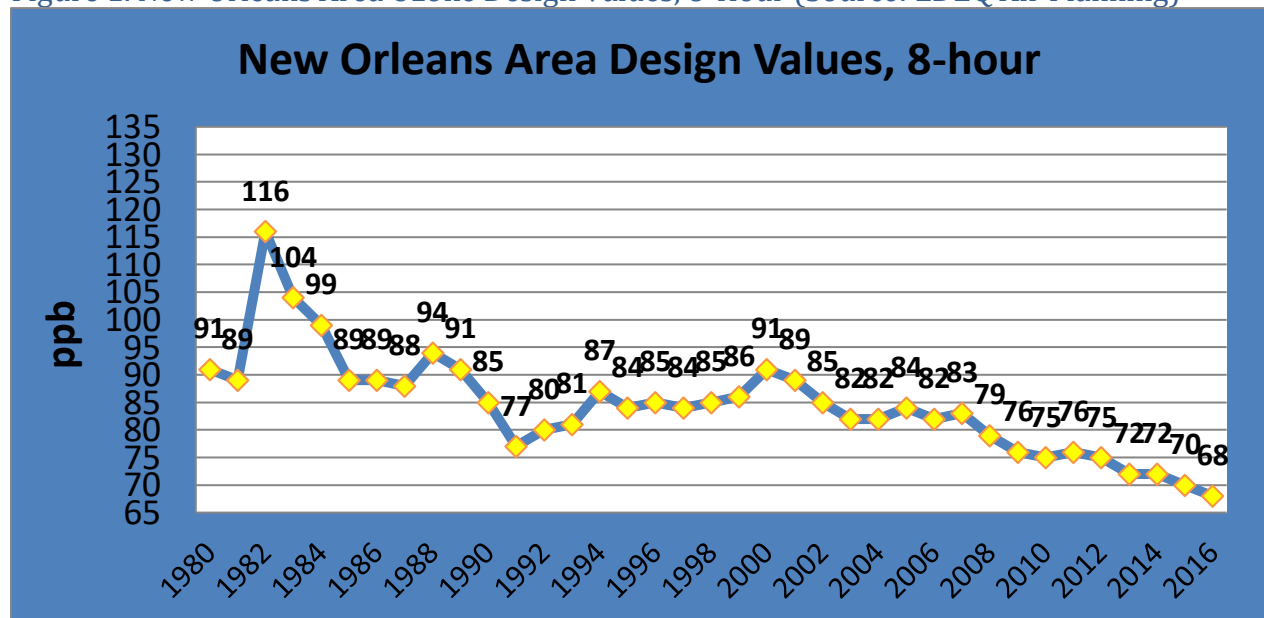
Regional Monitoring Data

The New Orleans region is monitored for the pollutant ozone at the following locations:

- 220950002 – Garyville in St. John the Baptist Parish
- 220930002 – Convent Site in St. James Parish
- 220511001 – Kenner Site in Jefferson Parish
- 221030002 – Madisonville Site in St. Tammany Parish
- 220870004 – Meraux Site in St. Bernard Parish

Figure 1 below shows that ground-level ozone levels have been on a downward trend since the early 1980s.

Figure 1. New Orleans Area Ozone Design Values, 8-Hour (Source: LDEQ Air Planning)



Voluntary Actions to Reduce Ground Level Ozone – Current and Planned

The RPC and the Coalition Stakeholders serve as an information repository for many of the local projects that are resulting in lower emissions throughout the area. Here are some of the major activities underway:

Greater New Orleans Clean Air Coalition Activities

Clean Transportation for Energy and Maritime Industries

RPC was recently awarded a Congestion Mitigation and Air Quality (CMAQ) grant from Louisiana Department of Transportation and Development (DOTD) to work with large employers in CMAQ-eligible parishes, including the ports, their tenants, marine vessel operators and energy production facilities to discuss the commuting patterns of their employees and their fleet operations. These discussions will focus on reducing their air emissions and saving fuel through facilitating the conversion of their fleet vehicles to cleaner fuels and the implementation of idle reduction measures and technologies in their fleet operations, as well as assisting them in evaluating the potential for and in implementing employee carpooling and vanpools. The grant funds a public education and outreach activities, and planning specific project(s) identified during the outreach process. These projects will accomplish emissions reductions by facilitating the implementation of alternative fuels and fuel saving technologies and practices as well as reduce congestion by promoting carpooling and vanpooling. Stakeholders include private companies, such as marine fleets, port tenants, and energy companies, as well as public entities such as ports. Potential pilot projects include initiatives such as retrofitting existing marine vessels for alternative fuel use (e.g. LNG), implementing idle reduction technologies, and purchasing alternative fuel van pool vehicles.

EPA Idle Free Schools

The EPA Idle Free Schools Toolkit includes all of the information needed to run an effective idling reduction campaign in order to reduce student exposure to toxic vehicle exhaust. The Coalition connected with the Director of Transportation for ARISE charter schools in New Orleans and is currently working on implementing an Idle Reduction Program and school bus policy using materials provided in the Idle Free Schools Toolkit. Since all ARISE school buses are equipped with GPS tracking devices, the Coalition will work with the Southeast Louisiana Clean Fuel Partnership (SLCFP) to analyze their fleet data. If ARISE school bus drivers are successful in reducing their idling times, the schools will be eligible for a Clean Fleet Leader Award presented by the SLCFP (see *Southeast Louisiana Clean Fuel Partnership* below). In addition, ARISE is interested in purchasing idle reduction signage for their carpool and bus loading areas.

The Coalition has also connected with Apple Bus Company which provides buses for 17 charter schools in the region and also has a contract with the City of New Orleans to provide buses during an evacuation. All of Apple's buses are equipped with GPS tracking devices which, like ARISE, could help reduce excessive engine idling and harmful emissions. The Coalition is currently drafting an Idle Reduction Plan and bus driver training materials using the toolkit.

EPA School Flag Program

The EPA School Flag Program encourages students, teachers and schools to be aware of their air quality and how it can affect activity. It is based on the Air Quality Index with green, yellow, orange, red and purple flags. It helps orient the students to what they mean and what actions they can take to improve air quality. Upon the success of the Idle Reduction program noted above, the Coalition plans to work with ARISE to start a School Flag Program. The Coalition is also interested in partnering with the New Orleans Health Department to see if they may be interested in launching a Flag Program and helping promote clean air initiatives during Air Quality Awareness Week 2018.

GreenRide / GeauxRideNOLA

Metro New Orleans GreenRide is a program that was launched in 2011 by the Regional Planning Commission in an effort to reduce vehicles miles traveled and overall congestion in the metro area. This program is a turn-key rideshare software that can be used by anyone traveling to or from the Greater New Orleans area. The site provides opportunities for drivers and passengers to coordinate trips and match with other individuals to carpool. In addition to connecting interested carpoolers, the site also has the ability to direct individuals to information regarding other transportation modes – transit, bicycle, vanpool. The RPC launched GreenRide in 2011, with minimal media campaigns.

UPDATE:

Over the past year, the RPC has rebranded GreenRide as GeauxRideNOLA, to coincide with the Baton Rouge region's similar GeauxRide program. The rebranding has been supported by targeted advertising, outreach, and partnerships with universities and employers to further grow the program. The RPC developed an outreach plan to have the greatest impact on increasing the number of people using ridesharing and carpooling as a means to get to and from their places of work.

While GeauxRideNOLA is available to anyone in the region, the rebranding and outreach have emphasized improving job access, particularly for low-income individuals and job-seekers whose homes and/or potential employers are not well-served by public transit. This emphasis is expected to improve mobility without increasing VMT while also enhancing economic opportunity.

The RPC has also been in conversations with other MPOs in the state to possibly implement a state-wide rideshare service through RidePro. If implemented, this service would have a mobile app, allowing users to more smoothly navigate the ride matching software.

Southeast Louisiana Clean Fuel Partnership

The Southeast Louisiana Clean Fuel Partnership (SLCFP) was designated as a US Department of Energy Clean Cities Coalition in 2008 with a vision to promote and facilitate implementation of clean fuels and technologies for transportation fleets that will greatly contribute to our energy independence. SLCFP creates partnerships between producers, distributors, retailers, and users and provides support and project coordination for fleets interested in transitioning to cleaner fuels in order to increase the number of vehicles using an alternative fuel by twenty percent (20%) annually and to expand the availability of cleaner fuels and technologies in southeast Louisiana. SLCFP emphasizes idle reduction as well as fuel saving policies and practices.

With the SLCFP and the Ozone Advance programs housed at the RPC, program coordinators can easily collaborate on upcoming projects and initiatives that help fleets transition to alternative fuels and reduce fuel consumption while also decreasing the ground level ozone.

UPDATE:

In 2016 alone, coordinated efforts by SLCFP and stakeholders led to the reduction of 3,527,237 gallons of gasoline equivalent (*Figure 2*) and 22,382 tons of greenhouse gas emissions (*Figure 3*). See *Table 1* for reductions by individual fleet.

SLCFP will continue to assist fleets in their transition to alternative fuels and fuel saving technologies and practices. As part of the program's outreach, educational events are held each year to educate fleet managers and maintenance personnel on alternative fuels and idle reduction technologies. The partnership also works to establish alternative refueling and/or recharging stations across the region. See *Table 2* to see the new stations installed in 2016.

SLCFP has made significant strides toward reducing traditional fuel consumption and improving air quality in transportation. Our accomplishments over the past year include:

- Twenty-four fleets in Southeast Louisiana were recognized at the 2016 Clean Fleet Leader Awards for their efforts in reducing over 3.5 million gallons of gasoline equivalent (GGEs) and preventing over 22,000 tons of greenhouse gas emissions (GHGs).
- The New Orleans Regional Transit Authority (RTA) reduced over 1 million GGEs for the 3rd consecutive year.
- UPS added 60 compressed natural gas (CNG) trucks, 19 propane trucks, and 264 renewable diesel trucks to the New Orleans area delivery fleet, nearly doubling their GHG reductions to 1,212 tons.
- Entergy, a major SLCFP stakeholder, is working toward greening their fleet with the addition of 12 CNG forklifts and 34 electric forklifts. They are also offering customer incentives for electric forklift purchases.
- Jefferson Transit (JeT) implemented a variety of fuel-saving programs including idle reduction, improved maintenance, replacing air filters more frequently, and increased tire pressure monitoring which resulted in an estimated savings of 8,889 gallons of diesel. JeT was also awarded a portion of SLCFP's Congestion Mitigation and Air

- Quality (CMAQ) funded grant to convert 12 paratransit vehicles to propane (see *Clean Fuel Transition Fund for Public Fleets* below).
- Sewerage and Water Board of New Orleans (SWBNO) installed GPS tracking software in 487 vehicles which helped reduce their idling times by an average of 8 minutes per vehicle per day and resulted in the reduction of 9,600 GGEs. SWBNO was also awarded a portion of SLCFP's CMAQ-funded grant to add electric extended range technology to six pick-up trucks (see *Clean Fuel Transition Fund for Public Fleets* below).
 - In November 2016, the Port of New Orleans adopted an idle reduction policy developed by SLCFP. SLCFP remains an active member of the Port's Clean Air Advisory Committee and continues to help with their Clean Truck Replacement Incentive Program (Clean TRIP). To date, the program has replaced 40 drayage trucks with newer, more fuel-efficient models. SLCFP also helped the Port compile information on EV charging stations to include in their letter of interest for Volkswagen Settlement funding.
 - SLCFP partnered with New Orleans Public Belt Railroad to develop an Idle Reduction Plan and policy for company-owned and leased vehicles. The plan will be announced in 2018.
 - As part of National Drive Electric Week, SLCFP stakeholders hosted four events across the region that reached over 1,200 people. Activities included the Town of Abita Springs' "It's Electric" event as part of their Clean Energy Day, a vehicle display at the Audubon Zoo hosted by Sierra Club and EV-LA, a Fleet Workshop organized by SLCFP, and an EV ribbon cutting with City officials in Ponchatoula. Sponsors for SLCFP's workshop included Entergy, Port of New Orleans, New South Parking, Solar Alternatives, and Limousine Livery.
 - In partnership with the National Alternative Fuels Training Consortium (NAFTC) and the Dallas-Fort Worth Clean Cities, SLCFP hosted an Alternative Fuel Mechanic Training Workshop Series for propane, natural gas, and electric vehicles. SLCFP stakeholders including Entergy, Solar Alternatives, ICOM North America, Atmos Energy, and Park n' Fly provided their alternative fuel vehicles for the trainings. Sponsors included Propane Education Research Council (PERC) and Alliance Autogas.
 - SLCFP maintained communication with stakeholders through email and website updates, a quarterly newsletter and regularly submitting articles for the Clean Cities Coordinator e-zine, FuelsFix.

Figure 2. 2016 Gallons of Gasoline Equivalent Reduced Through SLCFP Stakeholder Activities

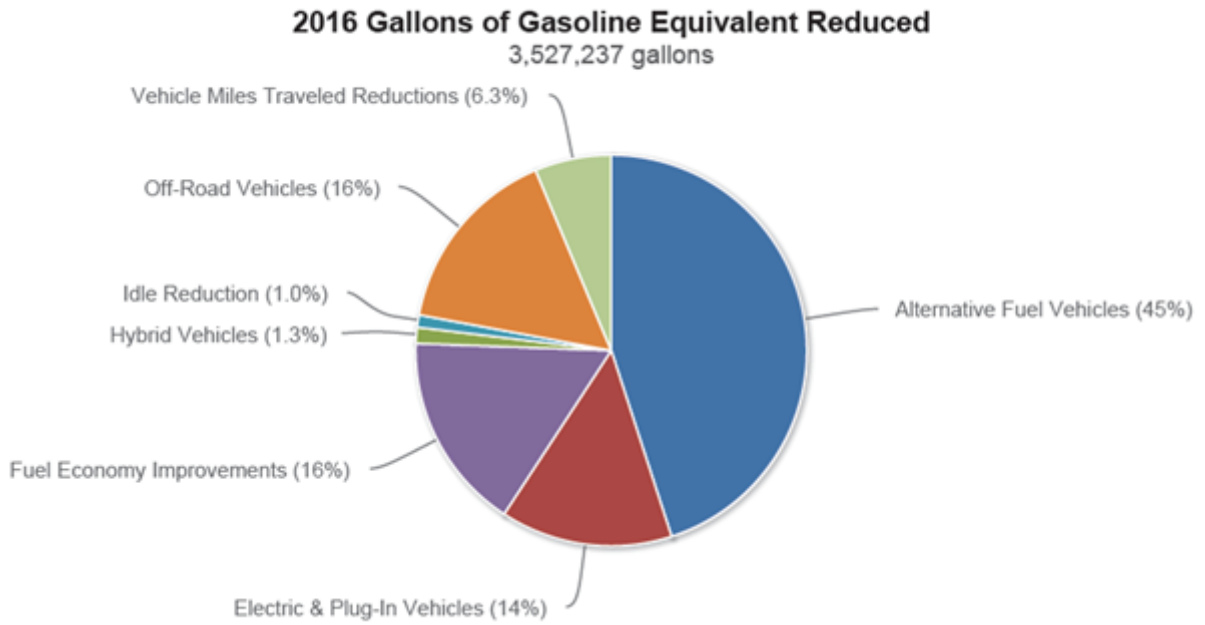


Figure 3. 2016 Greenhouse Gas Emissions Reduced Through SLCFP Stakeholder Activities

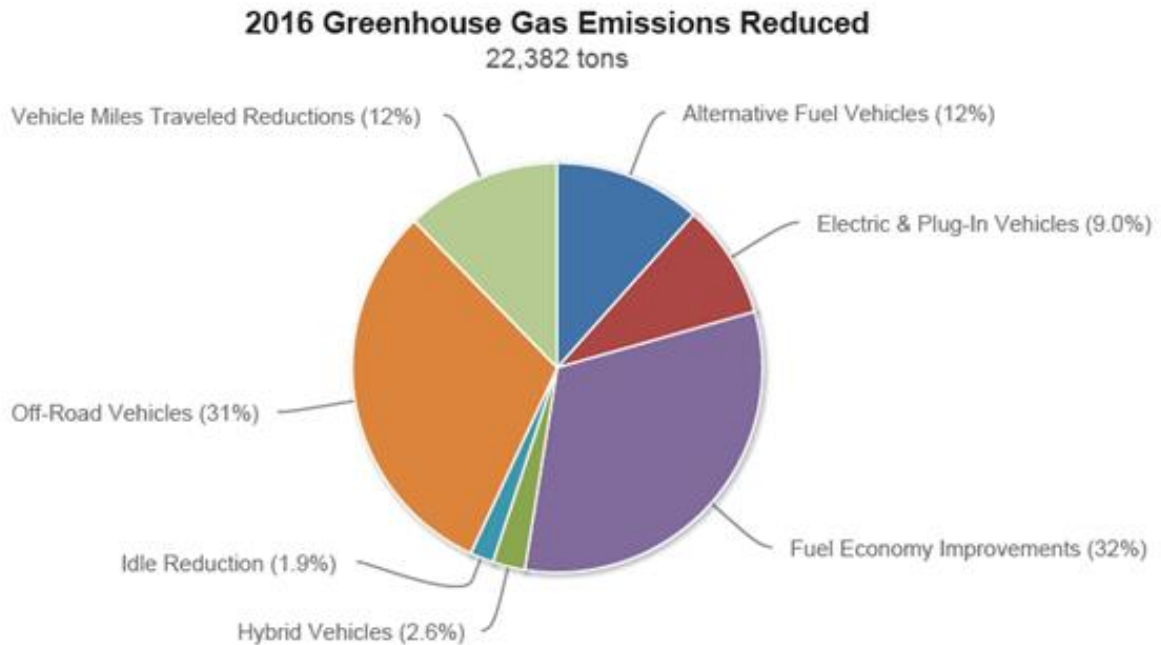


TABLE 1. Fuel Savings for New Orleans Area Fleets in 2016

Fleet Name	Gasoline Gallons Equivalent Reduced	Greenhouse Gas Emissions Reduced (Tons)	Fuel/Technology/ Program
New Orleans Regional Transit Authority (RTA)	1,205,105	10,457	Electric Streetcars Biodiesel Buses Hybrid Fuel Economy Improvements: Tire Inflation Program
United Parcel Service (UPS)	931,642	1,212	Renewable Diesel Gas Natural Gas Propane
New Orleans Public Belt Railroad	538,994	6,684	Idle Reduction Technology
Metro Service Group	358,989	302	Natural Gas
Regional Planning Commission/ City of New Orleans	221,940	2,734	Bike Lane Program/ Reduction in Vehicle Miles Traveled
Waste Connections of Louisiana	113,359	95	Natural Gas
Airport Shuttle	49,525	70	Propane
Jefferson Transit	18,345	198	Biodiesel Idle Reduction Technology
CSX Transportation	16,597	206	Idle Reduction Technology
Big Easy Travel Plaza	15,933	170	Truck Stop Electrification
Doctor Pipe	13,584	18	Natural Gas
Limousine Livery	11,647	19	Propane Electric
Park 'n Fly	9,701	8	Natural Gas
Sewerage and Water Board of New Orleans	9,625	119	Idle Reduction Technology
Nissan North America	3,894	20	Electric
Coca Cola Bottling Co. United	3,074	38	Hybrid-Electric
ChargePoint	1,589	8	Electric Vehicle Chargers
Entergy	1,510	14	Natural Gas Electric Hybrid Telemetry/ Reduction in Vehicle Miles Traveled
Solar Alternatives	979	6	Electric Hybrid-Electric
New Orleans City Park	486	0	Propane
Atmos Energy	381	0.5	Natural Gas
Jefferson Parish	277	3.5	Hybrid-Electric
Port of New Orleans	61	0	Electric Propane

Table 2. New Alternative Fueling Stations Added in the New Orleans CMSA in 2016

Fuel Type	Station Type	Number of New Stations	Station Name	City
Electricity	Public	8	Fremaux Town Center (Tesla Superchargers)	Slidell
Electricity	Public	3	Best Western	Laplace
Electricity	Public	3	Ritz-Carlton	New Orleans
Electricity	Public	2	Whole Foods Market	Mandeville
Electricity	Public	2	Canal St. Inn	New Orleans
Electricity	Public	1	Breads on Oak	New Orleans

Clean Fuel Transition Fund for Public Fleets

RPC was a recipient of CMAQ grant funding from Louisiana Department of Transportation and Development (LA DOTD) to help municipal and law enforcement fleets offset the cost of clean fuel vehicles. The grant, “Clean Fuel Transition Fund for Public Fleets”, will reimburse fleets for 80% of the incremental cost difference between an alternative fuel vehicle and a traditional vehicle and 80% of the cost of idle reduction technologies. For the purposes of this project, alternative fuel vehicles include natural gas, propane, electric, and hybrid vehicles. The parishes eligible for this funding (based on LA DOTD guidelines and RPC’s geographic region) are Jefferson, Orleans, St. Bernard, and St. Charles. Over the course of the 4 years, \$1,136,500 will be made available.

- RPC is working with SLCFP to allocate funding for the conversion of 12 propane paratransit vehicles for Jefferson Transit. If successful, this will be the first project funded through this CMAQ grant. The Jefferson Paratransit project also prompted Louisiana Division of Administration to include propane paratransit vehicles in their current request for the State Vehicle Contract list.
- RPC and SLCFP are also working to allocate funding to add electric extended range technology to six pick-up trucks for the Sewerage and Water Board of New Orleans.

The Southeast Louisiana Clean Fuel Partnership and the Ozone Advance Program at the RPC will continue to work in coordination to identify and pursue these and other funding sources to decrease fuel usage and emissions through use of alternative fuels or idle reduction practices and technologies.

Multimodal Transportation Network

Transit

In 2017, the RPC participated in multiple transit planning efforts led by local providers. The most significant of these was the RTA Strategic Mobility Plan, which outlines the agency's approach to improving public transit over the next 20 years. The RPC staff provided input on the plan's development, with particular focus on strategies for developing a more regionally integrated and seamless public transit system. RTA's board unanimously adopted the new Strategic Mobility Plan in December, 2017. In late 2017 the RPC began the process of undertaking a similar strategic planning effort on behalf of Jefferson Parish Transit, an effort that will focus on better aligning bus services with the needs of existing and potential riders.

Other transit related activities undertaken in 2017 include the initial development of a pilot traffic signal priority system on Veterans Avenue corridor in Jefferson Parish. In addition to better accommodating automobile traffic and emergency response vehicles in the corridor, this system would improve transit reliability and on-time performance on Jefferson Transit's most heavily used route. RPC also assisted the RTA with planning and development of a new ferry terminal in downtown New Orleans as well as the purchase of a new ferry vessel. RPC continues to support smaller transit systems in St. Bernard, St. Charles, St. John the Baptist, Plaquemines, St. Tammany, and Tangipahoa Parishes.

Pedestrian and Bicycle Program

The RPC's Pedestrian and Bicycle Program is working to create walkable and bikeable communities for the citizens of Southeast Louisiana. The Pedestrian and Bicycle Program works to raise awareness, promote safety, and encourage increased walking and biking throughout the region.

By providing more improved pedestrian and bicycle facilities, individuals are encouraged to choose an alternative form of transportation, other than their individual vehicle. When people choose to bike or walk to their destinations, the result is an overall decrease in air pollution, including VOCs and NO_x. See *Table 3* below for a list of completed bikeways by parish, as of November 2016.

Table 3. Bikeway Mileage by Parish

PARISH	COMPLETED BIKEWAYS
Jefferson Parish	53 miles
Orleans Parish	108 miles
Plaquemines Parish	1.4 miles
St. Charles Parish	26 miles
St. John the Baptist Parish	5.5 miles
St. Tammany Parish	28 miles

Awards:

- City of New Orleans | Bicycle Friendly Community | Silver | November 2014
The League of American Bicyclists
Improvement from previous standing of Bronze
- City of New Orleans | Walk Friendly Community | Bronze | April 2012
UNC Highway Safety Research Center's Pedestrian and Bicycle Information Center

UPDATE:

- Throughout 2017 the RPC's Safe Streets for Everyone project has brought together local stakeholders to identify best practices for improving safety for all modes in the New Orleans Central Business District (CBD) and surrounding neighborhoods. The project involves multiple components, including a conditions inventory, stakeholder workshop, and public outreach campaign.
- The RPC assisted St. Bernard Parish with a Bikeway and Pedestrian Plan update in 2017. The update includes recommendations for infrastructure improvements throughout the parish that will create a safer walking and biking environment.
- In St. John the Baptist Parish, the RPC conducted a feasibility study for improving multi-modal access on Airline Highway (US 61). Recommendations include a separated bike path along with other quality of life improvements.
- The RPC continued to work with the City of New Orleans to expand its bicycle and pedestrian program through several projects in 2017. These include participation in studies to improve key intersections identified by the City's Pedestrian Safety Action Plan; providing input on a newly implemented bike share program; and identifying locations for improved bicycle and pedestrian infrastructure. The RPC also provided planning assistance and funding for the completion of a new multi-use path on Marconi Blvd. and a bridge reconstruction on Wisner Blvd. that includes a bike and pedestrian path.
- The RPC continues to operate and expand a bicycle and pedestrian counting program via the University of New Orleans Transportation Institute (UNOTI). This program helps the RPC and local agencies understand the level of biking and walking activity at specific locations, as well as the impact of infrastructure improvements on non-motorized transportation.
- RPC continues to publish the New Orleans Bike Map and Guide to Safe Cycling, the most recent update taking place in 2016.
- RPC hosts educational campaigns about bicycle and pedestrian safety, including producing materials for cyclists, pedestrians and drivers that explain the rules of the road.
- RPC hosts bicycle and pedestrian design workshops to educate engineers and designers of best design practices for successful bicycle and pedestrian facilities.

RPC Complete Street Policy

Though the Pedestrian and Bicycle Program is mostly focused on education and safety initiatives, the RPC Complete Streets Policy, adopted in 2012, works toward

implementation with the goal of creating a comprehensive, integrated, connected transportation network for the New Orleans and St. Tammany urbanized areas that balances access, mobility, health, and safety needs of motorists, transit users, freight, bicyclists, and pedestrians of all ages and abilities, which includes users of wheelchairs and mobility aids.

This policy will continue to apply to all projects, including new construction, reconstruction, rehabilitation, maintenance, and planning, involving federal or state funding.

Intelligent Transportation Systems

The Regional Transportation Management Center, the building where the RPC is located, is a state-of-the-art facility that utilizes Intelligent Transportation Systems (ITS) technology and regional coordination to facilitate communication among drivers, traffic operations staff, emergency response personnel and other agencies to maximize the use of existing roadway throughout the region. At the facility, traffic management staff monitor traffic conditions throughout the region in real-time with the use of ITS tools, such as traffic cameras and vehicle detectors. Roadway conditions are communicated with drivers and emergency responders through use of Dynamic Messaging Signs, Twitter, and the 511 Traveler Information System. The technologies employed at the Regional Transportation Management Center assist with the congestion reduction, aid in the prevention of accidents, and shorten the response time for emergency personnel to respond to the accidents.

While the daily traffic management operations functions are overseen by the LA DOTD, the RPC collaborates with LA DOTD to enhance the effectiveness of its operations. Currently, cities and parishes handle their own highway management; however, RPC is working with local governments to tie into the system.

Congestion Management Planning Process

The RPC maintains a Congestion Management Process (CMP) that identifies and tracks vehicle congestion throughout the region. The CMP is one of the RPC's primary mechanisms for defining the locations and causes of congestion, and identifying projects and programs for its reduction. Congestion management strategies fall under two broad categories: reducing Vehicle Miles Traveled (VMT) or improving vehicular flow.

VMT may be reduced through behavioral changes such as carpooling, or by improving mode choice through the enhancement of public transit or non-motorized options. Both behavioral change and mode-choice strategies directly reduce vehicle emissions by encouraging fewer people to drive single-occupant vehicles.

Strategies that improve vehicular movement on regional roadways can include operational improvements such as traffic signal optimization; Intelligent Transportation Systems (ITS) that provide drivers with information needed to avoid congested locations; and roadway

capacity expansions. Ensuring that roads operate under free-flow conditions increases vehicular speed and reduces idling, thereby decreasing emissions of the ozone precursors, NO_x and VOCs.

The CMP defines congestion and identifies mitigation measures through both quantitative analysis and stakeholder input. Analysis is driven by ongoing traffic data collection and travel forecast modelling programs. Stakeholder input takes many forms, from small group meetings and outreach to formal Technical Advisory Committee meetings, at which local planners, engineers, and other officials discuss the region's transportation issues. Each of these feed into corridor- or area-specific plans and studies, which in turn lead to implementable congestion-mitigation projects.

Freight Planning and Coordination

RPC acknowledges the difficulty of simultaneously meeting the growing demand for freight while improving environmental outcomes. RPC has made tremendous strides over the last 6 years by working in partnership with EPA and USDOE to assist transportation fleets implement cleaner fuels and cleaner vehicles, and by supporting activities, policies and technologies to reduce the amount of fuel used. For freight these include idle reduction, repowering, alternative fuels and energy efficiency technologies. USDOE has also supplied a fleet contact database for the region that will be useful in outreach efforts to identify concerns and prioritize projects in the TIP.

The RPC facilitates regional partnerships and helps to reconcile local, state and federal laws to advance progressive, sustainable, economically-viable freight transportation strategies. The New Orleans RPC has historically worked one on one with public or quasi-public entities on the Transportation Policy Committee to identify planning needs and priority freight projects. These include the Louis Armstrong New Orleans International Airport (aviation), the New Orleans Public Belt Railroad (rail), the Port of New Orleans (maritime) and the Louisiana Motor Transport Association (motor carrier). In addition to input provided at MTP meetings, the RPC conducts individual interviews with the major terminal operators and administrators. More recently staff has engaged a larger and more varied group of freight related representatives extending invitations to private sector business and transportation service industries to be a part of Freight Roundtable discussion. The Freight Roundtable is developing long-term program priorities is poised to provide important feedback on every aspect of freight planning in the future. Improved efficiency in moving freight is also an improvement to air quality through minimized idling.

Port of New Orleans Clean Transportation Efforts

Port of New Orleans Idle Reduction Policy

SLCFP worked with the Port of New Orleans to develop an Idling Reduction Policy, adopted by the Port of New Orleans Board of Commissioners on November 17, 2016. The goal of this policy is to reduce unnecessary engine idling as part of the Port's

commitment to reducing environmental impacts, improving health and safety outcomes, and maintaining its Green Marine certification.

All Board employees who operate vehicles or equipment owned or leased by the Board will reduce and prevent unnecessary engine idling in the following ways:
Limit warm-up idling to no more than five minutes for medium- and heavy-duty vehicles and 30 seconds for light-duty vehicles;
Shut an engine off when at loading docks or on arriving at a destination; and
Never let an engine run while a vehicle is unattended unless required for safety or security reasons.

Participation in Green Marine Program

The Port of New Orleans remains committed to environmental improvements, including those related to air quality. For this reason, the Port remains a participant in the Green Marine program.

Port of New Orleans Clean Truck Replacement Incentive Program (Clean TRIP)

The Port of New Orleans launched the Clean Truck Replacement Incentive Program (Clean TRIP) in 2016 offering incentives for voluntary replacement of drayage trucks that service cargo terminals and warehouses along the Mississippi River and the Industrial Canal. This program enables truck and fleet owners to voluntarily invest in cleaner air through early truck replacement with cleaner models, year 2012 or newer. The Port will capture momentum from the Clean TRIP program to initiate a community dialogue around air quality and opportunities for improvement, and to catalyze port industry efforts under the broader Port of New Orleans Clean Air Program.



This program is made possible with funding by the U.S. Environmental Protection Agency. The Port of New Orleans received a competitive grant to provide the truck replacement rebates to support our local port trucking industry, to help reduce local air emissions, and to increase reliability and efficiency of on-road goods movement.

The program has invested \$2.3Million in this program that will reduce diesel emissions and improve air quality across the region. Environmental achievements of the Clean TRIP program include:

- Reducing carbon dioxide emissions by 4247 tons per year
- Reducing air pollutants by more than 90% when compared to older model trucks
- Saving 590 gallons of fuel annually per truck driver, equivalent to \$1,500 per year.

Port Emissions Inventory Tool

As a participant in the Green Marine program, the Port has undertaken the development of an emissions inventory that will provide useful information about the sources and amounts of pollutants that are released as a part of the operation of the Port. This information will be beneficial in developing future Port emission reduction projects, and evaluating success of ongoing efforts.

Conclusion

While monitored air quality values across the New Orleans metropolitan area have consistently been below ozone design values over the past few years, the Coalition continues to move forward with projects designed to increase public awareness of air quality standards and goals. We need our citizens to understand that there are private and public projects that are being implemented every day to improve air quality for our residents. Maintaining clean air is everyone's responsibility, and the Greater New Orleans Clean Air Coalition along with the Regional Planning Commission are working to do our part.