



Greater New Orleans Clean Air Coalition

EPA OZONE ADVANCE PROGRAM 2018 ANNUAL REPORT



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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.

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 on 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 Louisiana Department of Environmental Quality (LDEQ) encouraged the area to join the EPA Ozone 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 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. The Coalition strives to bring in local experts to talk about relevant air quality topics, specifically those dealing with strategies and initiatives to reduce ozone precursor emissions. In 2018, the Coalition met on a quarterly basis. At each meeting, representatives from LDEQ briefed coalition participants on the status of design values for ozone, particulate matter (PM), and sulfur dioxide (SO₂) for our area. As Louisiana's lead agency for managing the Volkswagen (VW) Settlement program, LDEQ also kept coalition members up-to-date with the progress of allocating funds and implementing alternative fuel vehicle projects under the VW program.

The Clean Air Coalition hosted its first meeting of 2018 at the Port of New Orleans. LDEQ Secretary Dr. Chuck Carr Brown presented on the VW program and funding, while the Port of New Orleans CEO, Brandy Christian, and Environmental Programs Director, Amelia Pellegrin, presented on the Port's clean air initiatives. This was the Coalition's most well-attended meeting of the year rallying over 40 participants. At the March 28th Coalition meeting, US EPA Senior Policy Advisor from the Office of Air and Radiation/Office of Air Quality Planning and Standards, Laura Bunte, provided an instructive overview and update on the Advance Program for Ozone and Particulate Matter

(PM), and Kurt Wilson, LDEQ Small Business Assistance Manager from the Southeast Regional Office, presented on LDEQ's services that can help smaller area businesses reduce air emissions. On June 14th, the Coalition and Marathon Petroleum co-hosted a Lunch & Learn meeting and refinery tour at Marathon's facility in St. John the Baptist Parish. Marathon's Energy and Special Projects Technologist, Bart Frederick, presented on Marathon's ENERGY STAR Plant Certification and Emissions Reductions Projects, and Jason Bradford, Marathon's Health, Safety, and Environment Professional, led the facility tour. The October 10th meeting featured Guest Speaker Brandon Iglesias, Co-Founder of the Carbon Center New Orleans. Clean Air Coalition Director Courtney Young also presented on the draft 2019 Strategic Plan.

In addition, Coalition staff presented information on Air Quality Awareness Week at the Regional Planning Commission Board Meeting in April 2018. As a result, Jefferson Parish and St. Bernard Parish Presidents declared April 30-May 4, 2018 as "Air Quality Awareness Week" in their communities, demonstrating their dedication to cleaner air and programs that reduce local emissions and promote quality of life. Businesses and community members were also encouraged to reduce their contribution to air pollution by exploring ways to reduce vehicle miles traveled, reducing vehicle idling, replacing older, less efficient vehicles, and refueling vehicles in the evening when it's cooler outside. The Coalition provided Parishes with educational stickers, bookmarks, and handouts with clean air messaging to support their efforts.

The finalized 2019 Greater New Orleans Clean Air Coalition Strategic Plan can be found on the Regional Planning Commission's website here: www.norpc.org/clean_air_coalition.html.

A list of Coalition meetings and activities planned for 2019 is available in the "Voluntary Actions to Reduce Ground Level Ozone – Current and Planned" section below.

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 LDEQ 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 these areas who have expressed interest in supporting the efforts of the Coalition.

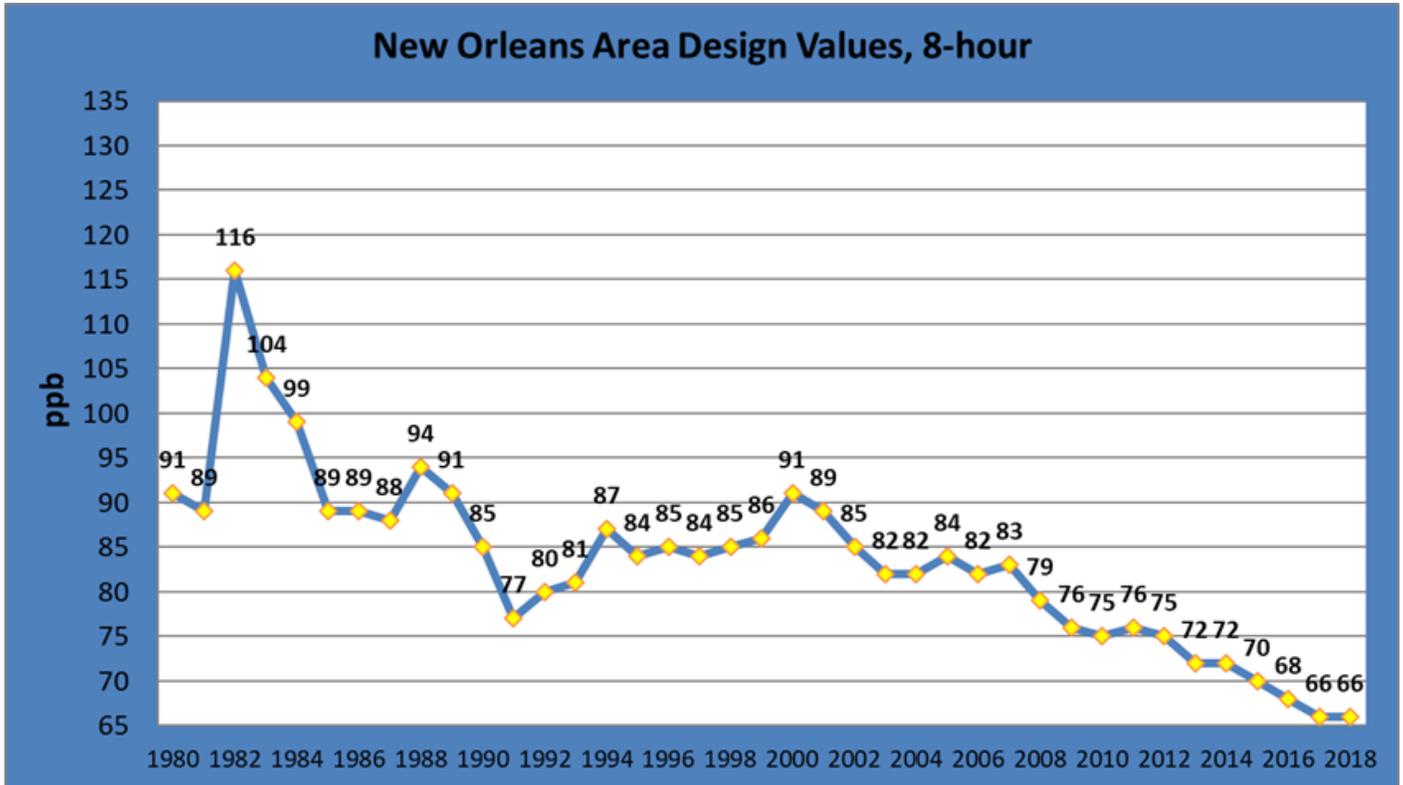
Regional Monitoring Data

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:

A. Greater New Orleans Clean Air Coalition Activities

The Coalition plans to host five meetings in 2019 including:

- Wednesday, March 20, 2019 – The Bike Easy Challenge: Be Your Workplace Champion & Promote Air Quality Awareness!
- Tuesday, April 30, 2019 – Climate Change & Emission Mitigation Strategies for GNO
- Thursday, May 23, 2019 – Lunch & Learn with Louisiana Dept. of Environmental Quality (Sponsored by the Louisiana Air & Waste Management Association)
- Wednesday, June 26, 2019 – Diamond Green Diesel: Valero’s First Advanced Biofuels Production Facility
- Wednesday, September 25, 2019 – Annual Air Quality Briefing

Under the 2019 Strategic Plan, some of the projects that we hope to accomplish this year include: 1) Coordinating idle reduction programs and policies for coalition member host organizations (including identifying project champions to help implement the programs and policies; developing outreach and implementation plans to execute the projects; editing the plans as the projects progress to help facilitate future projects; developing signage plans including designing, placement, and installation; and creating marketing materials to promote the idle reduction programs and policies), and 2) Organizing Air Quality Awareness activities and events (including partnering with Bike Easy to promote emissions reductions by participating in the Bike Easy Challenge (April 1-30); encouraging “Air Quality Awareness Week” proclamations by local governments; promoting activities throughout Louisiana’s “Air Quality Awareness Month” (May); and working with news agencies to publicize Ozone Action Days and other air quality-related outreach events).

The Coalition also plans to promote and/or participate in the following events in 2019:

- Earth Fest at Audubon Zoo (March 24)
- NOLA Bike to Work Day (April 10)
- Drive Electric Earth Day at City Park (April 17)
- National Bike to Work Week (May 13-19)
- Ozone Season Awareness (May-October)
- National Drive Electric Week (September)
- World Ozone Layer Day (September 16)
- Zero Emissions Day (September 21)
- World Car Free Day (September 22)
- Clean Fuels Summit at NOLA Motorsports Park (October)

Clean Transportation for Energy and Maritime Industries

RPC was awarded a Congestion Mitigation and Air Quality (CMAQ) grant from Louisiana Department of Transportation and Development (LaDOTD) to work with large employers in CMAQ-eligible parishes, including 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 implementing employee carpools and vanpools. The grant funds public education and outreach activities, and planning specific projects 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 reducing 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. RPC is working with the Port of New Orleans and New Orleans Public Belt Railroad to execute successful idle reduction programs which consist of the following components: 1) Implement an Idle Reduction Policy; 2) Develop Stakeholder Strategy; 3) Collect Data;

4) Prioritize Areas, Develop Strategies, Measure Progress; 5) Outreach and Education; 6) Voluntary Pledges and Incentives; and 7) Enforcement. More information on the Port’s Idle Reduction Plan can be found in the section below, “Port of New Orleans Clean Transportation Efforts.” RPC is also assessing existing employer-owned vanpools throughout the region to evaluate interests in switching to alternative fuel vehicles for their operations.

B. 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, etc. The RPC launched GreenRide in 2011 with minimal media campaigns.

In 2017, the RPC 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.

UPDATE:

Over the past year, RPC partnered with TripSpark (rideshare software provider) to agree to migrate the RPC’s existing software (GreenRide) to a new, upgraded software with more usability and features (RidePro). Other MPOs in the state, including Baton Rouge and Lafayette, have already migrated their software. RPC plans to fully migrate by summer of 2019. RPC has been in regular conversations with other MPOs in the state and state agencies to implement a state-wide rideshare service through RidePro in 2019. If implemented, this service would help connect users throughout the state and have a mobile app, allowing users to more smoothly navigate the ride matching software.

C. 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:

SLCFP is currently collecting data for their 2018 Annual Report. In 2017 alone, coordinated efforts by SLCFP and stakeholders led to the reduction of 4,368,663 gallons of gasoline equivalent (*Figure 2*) and 30,762 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 2018.

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

- Twenty-eight fleets in Southeast Louisiana were recognized at the 2017 Clean Fleet Leader Awards for their efforts in reducing over 4.3 million gallons of gasoline equivalent (GGEs) and preventing over 30,000 tons of greenhouse gas emissions (GHGs).
- Five new clean fleets were awarded in 2017 including John W. Stone Oil Distributor, Waste Pro, Abita Brewing Company, IV Waste, and Small's Lawn Care.
- For the first time in SLCFP history, two Clean Fleet Leaders reduced over 1 million GGEs in one calendar year. Through installing idle reduction technology/ shorepower systems at six docks (for tugboats to plug into), as well as repowering 16 tugboat engines, John W. Stone Oil reduced 1,066,466 GGEs and offset 13,224 tons of GHGs. By deploying 81 propane, 128 natural gas, and 2 renewable diesel delivery trucks in the New Orleans region, UPS helped reduce 1,009,837 GGEs and 784 tons of GHGs.
- The New Orleans Regional Transit Authority (RTA) reduced 935,212 GGEs and prevented 7,618 tons of GHGs through the operation of 66 electric streetcars, 143 biodiesel buses, 16 hybrid-electric buses, and a tire inflation program.
- Jefferson Parish Transit (JeT) continued 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 15,847 gallons of

Diesel and 176 tons of GHGs reduced. JeT was also awarded a portion of SLCFP's Congestion Mitigation and Air Quality (CMAQ) funded grant and successfully converted 12 paratransit vehicles to run on propane. The SLCFP helped organize propane vehicle mechanic trainings with ROUSH CleanTech in December 2017 and hosted a ribbon cutting ceremony for JeT in June of 2018 (see *Clean Fuel Transition Fund for Public Fleets* below).

- Sewerage and Water Board of New Orleans (SWBNO) continued using GPS tracking software in 487 vehicles and reduced their idling times by an average of 11 minutes per vehicle per day (up from the 8 minutes/vehicle/day in 2016) and resulted in the reduction of 12,941 GGEs and 161 tons of GHGs. SWBNO was also awarded a portion of SLCFP's CMAQ-funded grant to add electric extended range technology to six pick-up trucks. The vehicles were delivered in December 2018. SLCFP is now working to get SWBNO mechanic trainings and planning a ribbon cutting ceremony to highlight their efforts. (see *Clean Fuel Transition Fund for Public Fleets* below).
- In 2017, the Port of New Orleans (Port NOLA) acquired the New Orleans Public Belt Railroad (NOPB). In 2018, they released their Strategic Master Plan which noted their \$2.4 million investment in local air quality and commitment to further invest in efficiency and environmental improvements, including upgrading the locomotive fleet to reduce emissions. SLCFP continues to assist Port NOLA and NOPB with the implementation of their idle reduction plans, as well as their Clean Truck Replacement Incentive Program (Clean TRIP). To date, Clean TRIP has replaced 40 drayage trucks with newer, more fuel-efficient models reducing fine particulate emissions from these trucks by 96 percent, which is equal to taking 35,000 cars off the road. SLCFP is also working with the Port to apply for public electric vehicle charging stations in the second cycle of applications for the Volkswagen Settlement.
- In 2017, LDEQ conducted two stakeholder meetings to collaborate on the development of the Alternative Fuel Corridor proposal to FWHA. SLCFP submitted stations and data from the region and provided feedback on the preliminary map renderings. The five chosen interstates aim to create and expand a national network of alternative fueling, charging infrastructure, and signage along the National Highway System. These corridors will expand the network from Texas into Louisiana, and connect to Arkansas. Applying for this designation is the first step in realizing the State's vision for a permanent network of alternative fuel infrastructure which will aid in reducing pollutant emissions from the growing freight and passenger traffic. SLCFP and RPC look forward to expanding our designated alternative fuel corridors in the future as fueling infrastructure continues to expand!
- In October 2018, SLCFP welcomed 100+ attendees to the region's first Clean Fuels Summit, featuring prominent industry speakers and a first-of-its-kind clean vehicle Ride & Drive on NOLA Motorsports Park's racetrack. Attendees celebrated the region's extensive progress to cleaner transportation and fleet sustainability, as well as the Clean Fuel Partnership's 10th anniversary as a U.S. Department of Energy-designated Clean Cities Coalition. Key speakers included representatives from Delgado Community College, the

National Renewable Energy Lab, GPS Insight, ROUSH CleanTech, NGV America, NGV Solutions, ChargePoint, Solar Alternatives, XL Fleet Electrification, the North American Council for Freight Efficiency, LDEQ, Ford Motor Company, and Renewable Energy Group (REG). Sponsors included Delgado, REG, GPS Insight, Propane Education & Research Council (PERC), NGV Solutions, XL Fleet Electrification, ROUSH CleanTech, Westport Fuel Systems, and ChargePoint. This event resulted in multiple partnerships and projects including additional applications for SLCFP’s CMAQ funding for public fleet AFVs. SLCFP also connected NOLA Motorsports Park with a local EV charger installer to help install new Tesla and Level 2 stations and EV parking signage at the venue.

- SLCFP maintained communication with stakeholders through email and website updates, a quarterly newsletter, new social media pages including Facebook, YouTube, and LinkedIn channels, and regularly submitting articles for the Clean Cities Coordinator

Figure 2. 2017 Gallons of Gasoline Equivalent Reduced Through SLCFP Stakeholder Activities

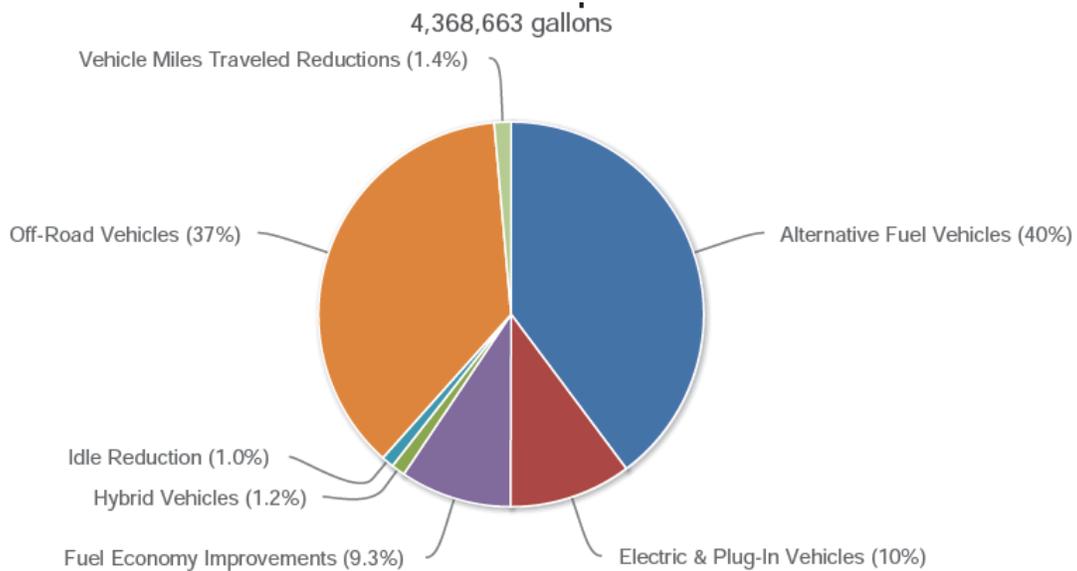


Figure 3. 2017 Greenhouse Gas Emissions Reduced Through SLCFP Stakeholder Activities

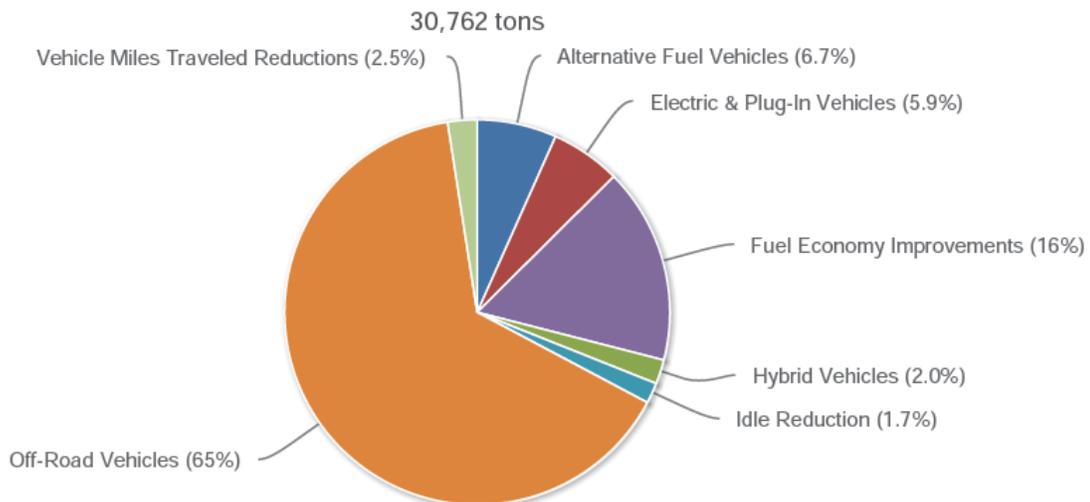


TABLE 1. Fuel Savings for New Orleans Area Fleets in 2017

Fleet Name	Gallons of Gasoline Equivalent (GGEs) Reduced	Greenhouse Gases (GHG) Reduced (Tons)	Fuel/Technology/ Program
Stone Oil	1,066,466	13,224	Shore Power for Tugboats, Tugboat Engine Repowers
United Parcel Service (UPS)	1,009,837	784	Natural Gas, Propane, Renewable Diesel
New Orleans Regional Transit Authority (RTA)	935,212	7,618	Electric Streetcars, Biodiesel, Hybrid-Electric Buses, Fuel Economy Improvements: Tire Inflation Program
New Orleans Public Belt Railroad	538,994	6,684	Idle Reduction Technology
Metro Service Group	450,455	379	Natural Gas
Waste Connections	123,099	104	Natural Gas
Regional Planning Commission/ City of New Orleans	60,156	741	Bike Lane Program/ Reduction in Vehicle Miles Travelled
Airport Shuttle	39,974	57	Propane
Port of New Orleans	32,011	392	Electric, Propane, Fuel Economy Improvements: Truck Replacement Program
Doctor Pipe	19,171	25	Natural Gas
Big Easy Travel Plaza	15,933	170	Truck Stop Electrification
Jefferson Parish Transit (JeT)	15,847	176	Biodiesel, Idle Reduction Technology
Sewerage and Water Board of New Orleans	12,941	161	Idle Reduction Technology
Entergy	8,695	63	Natural Gas, Electric, Hybrid-Electric, Reduction in Vehicle Miles Traveled: Telemetry
Park 'N Fly	7,882	7	Natural Gas
Waste Pro	7,536	6	Natural Gas
Abita Brewing Company	6,300	78	Idle Reduction Technology
New Orleans City Park	5,526	3	Propane, Hybrid-Electric
Coca Cola Bottling Company United	3,074	38	Hybrid-Electric
ChargePoint	2,537	13	Electric Vehicle Chargers
Limousine Livery	2,492	6	Propane, Electric
Nissan North America	1,947	10	Electric
Solar Alternatives	1,069	6	Electric, Hybrid-Electric
IV Waste	765	10	Fuel Economy Improvements: Telematics
Jefferson Parish	453	6	Hybrid-Electric
Small's Lawn Care	277	3	Fuel Economy Improvements: More efficient vehicles
Atmos Energy	13	-	Natural Gas

Table 2. New Alternative Fueling Stations Added in the New Orleans CMSA in 2018

Fuel Type	Station Type	Number of New Stations	Station Name	City
Electricity	Public	2 (Level 2 and Tesla)	Abita Public Parking	Abita Springs
Electricity	Public	1 (Tesla)	Southern Hotel	Covington
Electricity	Public	6 (2 Level 2 and 4 Tesla)	Comfort Inn and Suites	Covington
Electricity	Public	7 (2 Level 2 and 5 Tesla)	NOLA Motorsports Park	Avondale
Electricity	Public	4 (Tesla)	Holiday Inn	Metairie
Electricity	Public	1 (Level 2)	Ochsner Medical Center	Jefferson
Electricity	Public	1 (Level 2)	Bordeaux St Parking	New Orleans
Electricity	Public	1 (Level 2)	Canal Place Garage	New Orleans
Electricity	Public	1 (DC Fast)	Paretti Jaguar	Metairie

Clean Fuel Transition Fund for Public Fleets

RPC was a recipient of CMAQ grant funding from Louisiana Department of Transportation and Development (LaDOTD) 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 LaDOTD guidelines and RPC’s geographic region) are Jefferson, Orleans, St. Bernard, and St. Charles. \$1,136,500 was available over the course of four years. The grant expires on April 30, 2019. Progress made toward projects in 2018 include:

- The first project funded through this grant was the conversion of 12 propane paratransit vehicles for Jefferson Parish Transit (JeT). This project also prompted Louisiana Division of Administration to include propane paratransit vehicles in current request for the State Vehicle Contract list. SLCFP organized mechanic trainings and hosted a ribbon cutting ceremony for JeT in 2018.

- The second project was the addition of idle reduction technology in 16 of New Orleans Emergency Medical Services ambulances. Since the first system installation in June 2018 through December 2018, NOLA EMS has saved approximately \$11,000 in fuel costs, 3,630 gallons of fuel, and 3,820 hours of engine idling, equating to the reduction of over 40 tons of emissions! In coordination with NOLA EMS, SLCFP is developing a driver incentive program and a press conference/ribbon cutting.
- The third project funded six hybrid-electric trucks to replace six older meter reader diesel trucks in the Sewerage and Water Board of New Orleans' fleet. SLCFP is helping SWBNO acquire charging stations, plan driver/mechanic trainings, and host a ribbon cutting.
- Through this grant, SLCFP is working with Port NOLA to add two hybrid-electric vehicles to their existing EV fleet.
- SLCFP is working on the fifth and final project with St. Bernard Parish to acquire an all-electric company vehicle.

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.

D. Multimodal Transportation Network

Transit

Over the past year, the RPC participated in multiple transit planning efforts including the development of the *2018 Coordinated Public Transit-Human Services Transportation Plan* which included input from transportation providers from the public, private non-profit, and private for profit sectors, advocacy groups for the transportation disadvantaged, and representatives from municipal, regional and state governments. This plan aimed to present a series of locally developed goals, objectives and strategies for confronting and overcoming challenges including Regional Connectivity and Coordination. Through this collaborative planning process and discussions that RPC helped bring about, the New Orleans City Council and the Jefferson Parish Council adopted resolutions calling for the implementation and expansion of regional transit, and the establishment of our region's first-ever Regional Ride Pilot Program granting riders all-day access to both Orleans and Jefferson Parish bus systems, as well as extended bus lines, extended hours, and a regional call center!

In addition, RPC, Jefferson Parish Transit (JeT), Jefferson Parish, and consultants are developing a Strategic Plan for JeT, an effort that will focus on better aligning bus services with the needs of existing and potential riders. RPC is also continuing to work on the development of a pilot traffic signal priority system on Veterans Avenue corridor in Jefferson Parish to better accommodate automobile traffic and emergency response vehicles in the corridor, and improve transit reliability and on-time performance on JeT's most heavily used route.

In 2018, the New Orleans Regional Transit Authority (RTA) also released a new transit asset management plan which calls for the phasing out of 144 buses and adding 166 new buses by 2030 as well as a goal to have a fleet of electric buses by 2030.

Lastly, the RPC is developing a new Comprehensive Operations Analysis (COA) to collect travel demand data for existing users of RTA and JeT services, and to complete an assessment of how well current services are operating. The last COA was released in May 2012.

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 December 2018.

Table 3: Bikeway Mileage by Parish

PARISH	COMPLETED BIKEWAYS
Jefferson	54 miles
Orleans	127 miles
Plaquemines	1.4 miles
St. Bernard	5 miles
St. Charles	26 miles
St. John the Baptist	10.5 miles
St. Tammany	28 miles

UPDATE:

- City Parks Alliance featured RPC Pedestrian and Bicycle Program Manager Dan Jatres in their five-part video series, “City Parks: America’s New Infrastructure,” which focuses on the role of linear parks in providing transportation options to city residents. Including the Lafitte Greenway in New Orleans, this video shares information on how parks are providing commuter access to jobs and retail as well as recreational walking and cycling needs.
- In March 2018, the RPC, in partnership with LADOTD and the City of New Orleans began the roll out of their “Safe Streets for Everyone” campaign that reminds people driving, biking and walking to safely and courteously use the roadways in their daily travels. The theme of the media campaign was, “You’re not alone on the road. Create safe streets for everyone.” The campaign is data-driven, focusing on the CBD, French Quarter and the surrounding neighborhoods, where a disproportionately large number of crashes occur between people driving and walking, and people driving and biking. This specific geographic area was

identified after extensive analysis of statistics that considered high-frequency crash locations, characteristics of people involved, and the basic causes of crashes. Results have allowed the sponsoring agencies to craft a safety campaign that targets specific crash behaviors, participants, and locations to encourage safe driving, walking and bicycling habits that people can identify with. RPC staff also distributed safety information and equipment at several public events, and reached out to local organizations to distribute equipment to people who live or work in the area.

- In 2018, the RPC was 1 of 16 organizations and businesses that made up the Steering Committee for “Connect The Crescent,” a 3-month pop-up demonstration of a continuous, protected network consisting of enhanced crosswalks, improvements to transit, and protected bikeways which featured barriers separating people biking from automobile traffic on routes leading to and through New Orleans’ French Quarter and Central Business District.
- RPC provided a letter of support to the City of New Orleans’ application to People for Bike’s Big Jump Project. Their official partnership was announced in 2018. Over the next 8 years, the City plans to invest more than \$2.4 billion in city streets and infrastructure improvements, combined with significant community momentum for bikeway projects. New Orleans was also the host of the 2018 Walk Pro Bike Pro Place Conference.
- In June 2018, St. Bernard Parish hosted at a groundbreaking ceremony for the St. Bernard Parish Mississippi River Trail project. The 3-mile long asphalt trail will be constructed on top of the Mississippi River levee. This project reflects the RPC’s and Parish’s commitment to safe and accessible non-motorized transportation facilities. It is a major corridor of the 2017 St. Bernard Parish Pedestrian and Bicycle Plan Update that RPC helped to develop.
- As the MPO for the New Orleans region, RPC will continue partnering with local governments to continue building our bicycling network to better connect people on bikes to jobs, transit, and places to recreate.
- 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 7 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 continuing to develop long-term program priorities and 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.

E. Port of New Orleans & New Orleans Public Belt Railroad Clean Transportation Efforts

As mentioned above, the Port of New Orleans (Port NOLA) acquired the New Orleans Public Belt Railroad (NOPB) in 2017, and in 2018, released a Strategic Master Plan noting their \$2.4 million investment in local air quality and commitment to further invest in efficiency and environmental improvements. This includes the following initiatives:

Idle Reduction Policies and Programs

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. As part of its commitment to serve the Port of New Orleans and local industries while managing resources to preserve and protect the environment, the New Orleans Public Belt Railroad (NOPB) is exploring opportunities to reduce greenhouse gas emissions and fuel consumption by implementing an idle reduction strategy. SLCFP is working with the Port and NOPB to implement various components of their idle reduction plans including performing outreach and education, and developing driver incentive programs. SLCFP staff attended NOPB's first public open house in 2018 and created an educational poster highlighting NOPB's commitment to reducing fuel consumption and emissions.

Participation in Green Marine Certification Program

Green Marine is a voluntary environmental certification program that is third-party audited and encourages continuous improvement in environmental performance and community impact management. For ports, Green Marine measures several performance indicators including community impacts, environmental leadership, air quality and greenhouse gas emissions, and waste management. Port NOLA joined Green Marine as a member in 2014 and earned certification in 2015. The Port provides annual evaluation reports and is audited by an independent party every other year to maintain certification.

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 captured momentum from the Clean TRIP program to initiate a community dialogue around air quality and opportunities for improvement, and catalyzed port industry efforts under the broader Port of New Orleans Clean Air Program. This program is made possible with funding by the U.S. EPA. Port NOLA 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 \$2.3 million to reducing diesel emissions and improving 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

Conclusion

While monitored air quality values across the New Orleans metropolitan area have been below ozone design values over the past few years, the Greater New Orleans Clean Air Coalition, Regional Planning Commission, and stakeholders continue to move forward with projects designed to increase public awareness of air quality standards and goals. The RPC and Clean Air Coalition envision a metropolitan region that is a national model for cross-sector collaboration that creates an environmentally and economically sustainable community. Together, we strive to be regional leaders in enhancing air quality and economic opportunity by facilitating coordination, cooperation, and communication between private industry, government, and non-profit organizations.