UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

JUL 11 2003

Mr. H. Michael Strong
Director
City of Shreveport
P.O. Box 31109
Shreveport, LA 71130

Dear Mr. Strong:

I am pleased to inform you that we received your letter dated June 12, 2003, forwarding the list of potential control measures for the Shreveport/Bossier City, Louisiana, area. The first important milestone under the 8-hour Ozone Early Action Compact program is to identify and describe local control measures being considered during the local planning process by June 16, 2003. Your list of potential control measures was received on time and meets the milestone requirement which is specified in the *Compact* guidance issued by U.S. Environmental Protection Agency (EPA) Assistant Administrator Jeff Holmstead on November 14, 2002.

The EPA recognizes that the 8-hour Ozone Early Action Compact program is ongoing and that the cities of Shreveport, Louisiana, and Bossier City, Louisiana, in partnership with the Louisiana Department of Environmental Quality and other parish and local officials, continue to make good progress. We appreciate your commitment to the *Compact* program and to achieving cleaner air sooner. My staff and I are always available to assist you as we work together towards that goal.

Should you have any questions, please feel free to call me or Mr. Thomas Diggs of my staff at (214) 665-7214.

Sincerely yours,

Richard E. Greene
Regional Administrator

cc: Ms. Teri Lanoue
Louisiana Department of Environmental Quality

June 12, 2003

Richard E. Greene
Regional Administrator
6RA U.S. EPA Region 6
1445 Ross Avenue
Suite 1200
Dallas, Texas 75202-2733

Re: Shreveport-Bossier City MSA
Early Action Compact
List of Potential Control Measures

Dear Administrator Greene:

As required by the terms of the Early Action Compact for the Shreveport-Bossier City MSA, please find enclosed the MSA's list of local control measures that will be considered during the local planning process.

As you know, our area may be somewhat unique among Early Action Compact participants in that we are currently in attainment with the 8 hour ozone standard. However, we are strongly committed to maintaining our attainment status, and it is this commitment that caused us to enter into the Early Action Compact. As we further develop our emissions inventory and modeling in the upcoming weeks and months, we will be able to refine our list of potential control measures and incorporate the selected measures into an effective air quality improvement program, as contemplated by the Compact.

Please let me know if you have any questions or need any additional information from us at this time.

Sincerely,

H. M. Strong
Director

enclosure

xc: Hall Bohlinger, Secretary, Louisiana Department of Environmental Quality
Michael Morton, Air Quality Specialist, U. S. Environmental Protection Agency
Keith Hightower, Mayor of Shreveport
George Dement, Mayor of Bossier City
Jimmy Cochran, President, Bossier Parish Police Jury
Bill Hanna, Administrator, Caddo Parish Police Jury
Charles Walker, President, Webster Parish Police Jury

Shreveport-Bossier City Metropolitan Statistical Area

Early Action Compact
Candidate Control Measures

June 16, 2003

Prepared for
U.S. Environmental Protection Agency
Region 6
Dallas, Texas

Contents

Attachments

Attachment A: Minutes of 5-29-03 CACAC meeting; Newspaper notice

Tables

1. Introduction

The U.S. Environmental Protection Agency (EPA) requires signatories of Early Action Compacts (EAC) to identify and describe local control measures that will be considered during the local planning process as required under:

- U.S. EPA, *Protocol for Early Action Compacts Designed to Achieve and Maintain the 8-hour Ozone Standard*, *revised November 2002*
- Memorandum from Jeffrey Holmstead to EPA Regional Administrators, November 14, 2002
- Memorandum from Lydia Wegman to EPA Air Directors in Regions III, IV, VI, and VIII, April 4, 2003

In addition to listing the local control measures currently under consideration, this document presents the history of the Shreveport-Bossier City Metropolitan Statistical Area (MSA) Early Action Compact process, a description of existing background ozone concentrations and trends, the methodology used to develop the list of proposed control measures and recent public participation activities.

2. Background

In November 2000, an advisory committee, Clean Air Citizens Advisory Committee (CACAC), was established consisting of representatives from various local stakeholder groups to assess air quality issues in the Shreveport-Bossier City MSA and to develop a set of "recommendations for maintaining and improving local air quality issues, with an emphasis on ozone issues." In order to maintain ozone levels that are in compliance with the new federal eight-hour ozone standards, the Shreveport-Bossier City MSA has elected to take advantage of an early action initiative being offered by EPA. It is noted in the EAC Protocol document submitted to EPA, among other accomplishments, the CACAC, at its September 2002 meeting, "unanimously recommended that an Early Action Compact for this area be developed and submitted to EPA." The program provides for planning and implementation of voluntary measures to ensure future attainment/maintenance of the primary and secondary eight-hour average ozone National Ambient Air Quality Standards (NAAQS). Under this compact, local, state and EPA officials have agreed to work cooperatively to ensure clean air and a designation of attainment.

As will be described in more detail below, the CACAC is the primary planning body for identifying potential control measures to be considered for the Shreveport-Bossier City MSA.

3. Shreveport-Bossier City MSA Background Air Quality

The Shreveport-Bossier City MSA is currently in attainment for all pollutants with established NAAQS. In fact, as of 2002, the MSA has also achieved attainment with the new eight-hour average ozone NAAQS.

Air quality monitoring for ozone in the MSA has indicated periodic exceedances of the one-hour average ozone NAAQS over the past 20 years of monitoring at the airport site (Bossier Parish) and the Dixie site (Caddo Parish). There have been only four exceedances in the past 10 years, with most recent exceedances occurring in 2000 (2 exceedances).

Eight-hour average ozone concentrations in the Shreveport-Bossier City MSA have improved over the past three years (2000-2002) as shown in Table 1. The MSA edged into attainment status for the eight-hour average ozone NAAQS in the summer of 2002. The design values for eight-hour average ozone concentrations (defined as the three-year average of the annual 4th highest daily maximum eight-hour average ozone concentration) for the Dixie and Airport sites are 79 parts per billion (ppbv) and 84 ppbv, respectively, for the period ending in 2002.

Table 1. Eight-Hour Average Ozone Maximum Concentrations for 2000-2002

Location	Year	8-Hour Daily Max. Concentrations (ppbv)				Avg. 4th Highest Conc.[1]	No. Days >=85 ppbv
		1ST	2nd	3rd	4th		
Caddo (Dixie)	**2000**	101	95	92	86	88	4
	2001	85	83	78	77	84	1
	2002	80	79	77	75	79	0
Bossier (Airport)	**2000**	106	98	93	93	91	8
	2001	92	89	85	84	90	3
	2002	80	77	76	76	84	0

[1]Average 4th highest concentration is the average of the annual fourth highest eight-hour ozone averages over a three-year period. Year given is the ending year of the three-year period for this summary statistic.

Data Source: Louisiana Department of Environmental Quality.

Source: Early Action Compact for the Shreveport-Bossier City Metropolitan Statistical Area Comprising Bossier, Caddo, and Webster Parishes, December 12, 2003.

Recognizing the jeopardy for potential nonattainment designations of both one-hour and eight-hour average ozone NAAQS and their consequences, local government officials elected to participate in EPA's Ozone Flex Program to ensure attainment of the one-hour average ozone NAAQS. On June 28, 2001 an Ozone Flex Program Letter of Intent was signed by officials representing the cities of Shreveport and Bossier City, Caddo and Bossier Parishes, the Louisiana Department of Environmental Quality (DEQ), and the CACAC. The Ozone Flex Agreement was officially signed by EPA, DEQ and the above listed local government bodies on May 1, 2003. In addition, on

December 12, 2002, the same local governing bodies signed an Early Action Compact (EAC) with EPA and DEQ to ensure attainment of the eight-hour average ozone NAAQS.

4. Control Strategy Development

The objective of the EAC is to develop and implement local/regional emissions reduction strategies to ensure the Shreveport-Bossier City MSA will continue to meet the eight-hour average ozone NAAQS in the future. The first milestone in the EAC is:

- Identify and describe by June 16, 2003, the candidate control measures that will be considered during the local planning process.

The objective for this milestone is to identify "potential" control measures that will be evaluated in more depth later in 2003. The Shreveport-Bossier City MSA is committed to the development of a detailed and updated inventory of ozone precursors emissions covering point, on-road mobile, off-road mobile, area and biogenic sources by June 30, 2003. Camp Dresser & McKee, Inc. (CDM) and SAI/ICF Consulting were hired in April 2003 to complete the emission inventories and photochemical modeling analysis. These firms are in the early stages of preparing the emissions inventories and photochemical modeling analyses. Therefore, it was necessary for the CACAC to rely upon other information sources in order to develop a list of candidate control measures, including information prepared for the Shreveport-Bossier City Ozone Flex Program, proposed control measures identified in other EAC and State Implementation Plans (SIPs), and DEQ and EPA documentation. As the photochemical modeling process evolves, the list of control measures will be refined and will include identifying potential emissions reductions attributable to each recommended control measure.

As described previously in this document, the Shreveport-Bossier City MSA is unique among most EAC participants in that it is presently in attainment for the eight-hour average ozone NAAQS, with applicable design values of 79 ppbv and 84 ppbv for the Dixie and Airport monitors, respectively. Therefore, unlike nonattainment areas, there are no defined levels of reductions necessary to achieve attainment.

Furthermore, the emissions inventory used in the Ozone Flex Program indicates that area and mobile sources contribute to the majority of the ozone forming emissions in the three-parish area. Therefore, many of the candidate control measures presented in this document are focused on mobile and area sources of emissions.

The proposed control measures have been grouped into the following five major categories:

- Public Awareness
- Commute/Transportation Options

- Stationary Source Measures
- Mobile Source Measures
- Other Measures

Table 2 presents the list of proposed control measures and brief descriptions of their potential emission reduction benefits. The following are some explanatory notes pertaining to some of the proposed control measures listed in Table 2:

(1) Because the one-hour Ozone Flex Program and the eight-hour ozone EAC Program are not mutually exclusive, the proposed control measures include several control measures which are already being implemented under the Shreveport-Bossier City MSA Ozone Flex Program, including the development of an Ozone Action Program for the region and participation in the U. S. Department of Energy's "Clean Cities" Program, both described below:

- The Ozone Action Program (OAP) is a comprehensive public outreach and awareness effort, intended to shape public attitudes and behaviors concerning individual responsibilities for air quality improvement. This year (2003) is the first of implementation of the OAP. The principal parts of the OAP are:
    - Ozone forecasting and alert notification system;
    - Public-private employers' partnership program;
    - Public outreach and awareness program, and
    - Efforts to quantify, compile and report emissions reductions.

  To date, 22 of the area's largest employers, representing around 35,000 employees (or about 10% of the population of the entire MSA), have begun participation in the OAP and have developed ozone action plans specific to their facilities.

- The Shreveport-Bossier City MSA is currently establishing a Clean Cities Program for the area. The Clean Cities Program supports public and private partnerships that deploy alternative fuel vehicles (AFVs) and build supporting infrastructure, resulting in the introduction of vehicles with cleaner emissions into the local market. This is a voluntary program established by common interests of various stakeholders in the promotion of alternate fuels and AFVs.

(2) In addition to the OAP and Clean Cities programs, the Ozone Flex Agreement lists a number of contingency measures which may be undertaken by the MSA in the event violations of the one hour standard are measured. These contingency measures

are also listed as potential control strategies under consideration in Table 2 below for purposes of the EAC, and include the following:

- Lowering the threshold volume for required stage 1 controls for filling of gasoline storage vessels (i.e., DEQ could revise its rules related to filling of gasoline storage vessels to require Stage 1 controls in the Shreveport-Bossier City MSA—this would likely require redefinition of throughput limits to lower the value from 500,000 to 120,000 gallons per year for Caddo and Bossier Parishes and new requirements for Webster Parish, resulting in reduced VOC and toxic air pollutant emissions);

- Requiring the use of biodiesel or ultra low sulfur diesel in local government fleets and/or those of construction/demolition/waste hauling firms contracted to local governments; and

- Requiring reduced RVP gasoline during ozone season. (For example, DEQ could write a rule to reduce the allowed RVP of gasoline during the ozone season for Bossier, Caddo and Webster Parishes. Currently, the gasoline sold in the MSA is 9.0 RVP. It could be reduced to 7.8 RVP as it is in the Baton Rouge 5-parish ozone nonattainment area and 12 other air quality maintenance areas during the ozone season, with attendant VOC reduction benefits.)

As stated in the Ozone Flex Agreement, the CACAC is also coordinating efforts to contact and discuss with major industrial sources of emissions the possibility of obtaining formal commitments to implement specific emission control measures in the event of violations of the one hour standard. These efforts will also form a part of the local planning process for the selection of control measures under the EAC.

The CACAC will continue to evaluate all of the proposed control measures, and will meet regularly throughout the planning period to further evaluate each control measure.

5. Public Participation

Consideration of potential control measures has been an ongoing process for the CACAC since November of 2002, when an initial list of possible measures was presented and discussed at a CACAC meeting. This Spring, a draft list of control measures under consideration was posted on the City of Shreveport's web site for public review and comment (www.ci.shreveport.la.us/AirQuality/index.htm), and on May 23, 2003, the City of Shreveport, on behalf of the CACAC, ran a prominent advertisement in the Shreveport Times soliciting additional public comment on the proposed measures (copy included in Attachment A). (No comments were received.)

The CACAC, as well as all the local participants in the EAC, recognizes the importance of public participation in the planning process and will continue to ensure that the public is kept informed throughout the process and is given ample opportunity for input and comment.

At its meeting on May 29, 2003, the CACAC agreed that, unless additional comments were received from committee members prior to June 5, the proposed control measures listed herein would be submitted as drafted to EPA for purposes of the June 16, 2003 deadline. Minutes of this meeting are included in Attachment A. (No additional comments were received from committee members after the May 29 meeting.)

An important part of the EAC will be to continue the public outreach and awareness program developed as part of the Shreveport-Bossier City MSA OAP. This program has included media events, stakeholder meetings and development of air quality pages on the City of Shreveport website. To introduce and raise the profile of the OAP, a Program Kickoff and media event was conducted on the first day of this year's ozone season, May 1, 2003. The event included a formal signing ceremony for the Ozone Flex Agreement, and was attended by the Administrator of EPA Region 6, the Secretary of the Louisiana Department of Environmental Quality, the Mayors of Shreveport and Bossier City, and the chief officials of Caddo, Bossier and Webster Parishes, along with a host of other local government officials, business and industry representatives, environmental groups, and media.

TABLE 2: LOCAL CONTROL MEASURES TO BE CONSIDERED DURING THE LOCAL PLANNING PROCESS

Table 2
Shreveport-Bossier City MSA Early Action Compact
Proposed Control Measures

Id. No.	Control Measure Category	Proposed Control Measures
A. Public Awareness Activities		
A-1*	Ozone Awareness Program	This program will build on efforts already undertaken locally, which have included media events, stakeholder meetings, and development of air quality pages included in the City of Shreveport web site. Web site that features information on local air quality, local measures being taken to maintain and improve air quality, the Ozone Action Program, health and welfare effects of ozone pollution, the Air Quality Index, ozone forecasting, and many relevant links that will include EPA, DEQ and DOE Clean Cities web sites.
A-2*	Ozone Action Program	The Shreveport-Bossier City Ozone Action Program (OAP) is a voluntary ozone reduction and public education program administered on a seasonal basis (May - September) by the City of Shreveport Department of Operational Services through the Clean Air Citizens Advisory Committee (CACAC). The program will consist of two basic facets - a seasonal facet, where participants use measures/actions through the ozone season; and an episodic facet, where participants employ measures or take actions on days predicted to have elevated ozone levels (i.e., Ozone Action Days).
A-3	Promotion of energy conservation air quality benefits	Louisiana Department of Natural Resources (LDNR) and the Department of Energy (DOE) provide energy conservation measures and their air quality benefits.
A-4	Transportation air quality public outreach and education program	EPA's Office of Transportation and Air Quality (OTAQ) has sought to provide support to public information projects at the local level that can help meet local air quality/transportation needs. These partnerships are working at many levels and among many types of organizations, including state, local, regional, and other federal air, transportation, and public health agencies and community organizations. Many of these programs have been undertaken in close coordination with the DOT.
A-5	Teacher training workshops and lesson plan materials	Conduct teacher training programs and lesson plan materials based on educational information provided by EPA, DOE, DEQ and LDNR.
B. Commute/Transportation Options		
B-1	Public Transit	**NOx and VOC:** Improved transit options and level of service (LOS) would encourage transit usage and reduce single occupancy vehicle (SOV) trips. Some possible options are: commuter rail, light rail, bus rapid transit, personal rapid transit (similar to monorail, an electric powered pod holding 6 to 8 people and traveling on rails. Improved LOS includes shorter times between buses, improved and expanded routes, improved bus stop facilities. Financial incentives could include free or discounted transit fares provided to employees, which can increase mass transit use.
B-2	Car/van pooling	**NOx and VOC:** Providing free and/or special convenient parking place at a place of employment for carpoolers, vanpoolers, or bicyclists. Can also include parking "cash out" -- giving an employee a financial incentive to not drive alone to work and park a car there.
B-3	EPA/DOT Commuter Choice Program	Commuter Choice Leadership Initiative, a voluntary, national program for employer-provided benefits to encourage public transportation use. EPA and DOT are working with national, state, regional and local organizations and agencies to encourage employers to voluntarily help employees to commute in ways that cut air pollution, reduce traffic congestion, increase employee job satisfaction, improve employee recruiting, reduce employee commuting expenses and cut taxes for both employers and employees.
B-3	Park-and-ride/fringe parking	**NOx and VOC:** Convenient, free parking areas located outside a central business district, serving as a point of departure for carpools, vanpools, or mass transit.
B-4	Area-wide rideshare programs	**NOx and VOC:** An area-wide rideshare program provides carpool matching and information services to the public. Individuals with similar trip origins and destinations are paired for daily commute trips, which results in reduced vehicle miles traveled, vehicle trips and mobile source emissions. Programs may also involve promotional activities aimed at reducing single occupant vehicle trips. An area-wide rideshare program may be administered directly by local government or by a third-party contractor. Individual employers can also administer Rideshare programs.
B-5	Bicycle and pedestrian programs	**NOx and VOC**: Transportation projects that make it convenient, via sidewalks, paths, bike lane, bike racks, showers etc. for citizens to use bicycles and walking to travel to their destinations.
B-6	Telecommuting	**NOx and VOC:** Employees, working with their management, work from an outside office (normally in their home) full time or part time. The type of work includes computer-based work and paper-related tasks, such as researching, editing and writing.

Table 2
Shreveport-Bossier City MSA Early Action Compact
Proposed Control Measures

Id. No.	Control Measure Category	Proposed Control Measures
B-7	Work schedule changes	**NOx and VOC:** Flextime (i.e., starting earlier/later and leaving earlier/later) reduces peak period traffic congestion and associated emissions. Compressed workweeks would allow employees to work longer days, such as four 10-hour days, to reduce the amount of daily traffic and associated emissions. Staggered work hours would allow employees to work outside the "normal" business hours (8 a.m. - 5 p.m.) in order to reduce the amount traffic congestion and associated emissions.
B-8	Traffic flow improvements	Non-intersection roadway enhancements that improve traffic flow, such as auxiliary lanes, merge lanes, ramp improvements etc., which reduce congestion and associated emissions.
B-9	Intelligent transportation systems	**NOx and VOC:** A system of detection loops, changeable message signs and other equipment that monitors traffic. The system provides a wide range of traffic-related benefits including improved traffic safety, informing motorists of delay-causing accidents, construction, or congestion, and recommending means and methods to bypass identified delays; dispatching emergency vehicles to incident scenes faster; reducing air pollution, fuel consumption, and vehicle operating costs, and improving highway flow by regulating the amount of traffic entering a highway.
B-10	Intersection flow improvements	**NOx and VOC:** Transportation projects that reduce intersection congestion and associated emissions by adding turn lanes, turn bays, etc.
B-11	Traffic signals synchronization	**NOx and VOC:** Synchronizing or improving traffic signal operations reduces vehicle delay and congestion, which reduces emissions.
C. Stationary Source Measures		
C-1*	Specific emissions reduction commitments from local commercial/industrial facilities	Contact major industrial sources of emissions in the Shreveport-Bossier City MSA to determine if there are any new emission control measures that any of these sources might formally agree to implement as contingency measures in the event of a violation of the eight-hour average ozone NAAQS. If necessary, establish new emission control measures that will be enforced in the event of a violation of the eight-hour average ozone NAAQS.
C-2	Substitution to lower volatility solvents, coatings and carriers	**VOC:** Substitute solvents with low vapor pressure solvents, paints, primers and other coatings and cleaners at autobody shops, degreasing and surface cleaning operations and architectural and/or industrial surface coating operations.
C-3	Vapor Recovery	**VOC:** Stage I involves vapor recovery on underground storage tanks at service stations, and Stage II involves vapor recovery at the pump, usually at the nozzle.
C-4	Small business pollution prevention assistance program	The mission of the DEQ's non-regulatory Small Business Assistance Program is to provide technical assistance to small business owners in complying with state and federal environmental regulations.
D. Mobile Source Measures		
D-1	Vehicle Inspection and Maintenance (I/M) Program	**NOx and VOC:** A vehicle emissions inspection and maintenance (I/M) program requires emissions tests for light-duty vehicles. Vehicles found to have excessive emissions must be repaired. In general, I/M program components may include on-board diagnostic (OBD) computer checks for model year 1996 and newer vehicles, a dynamometer (treadmill) test that simulates driving conditions, a tailpipe test for VOC only, the use of remote sensing equipment, antitampering checks, or gas cap pressure checks. A repair assistance program for low income vehicle owners may also be included.
D-2	Vehicle On-Board Diagnostics (OBD) Program	**NOx and VOC:** An OBD emissions testing program uses the vehicle's computerized self-diagnostic systems to identify vehicles with excessive emissions and require that these vehicles be repaired. All model year 1996 and newer vehicles less than 14,000 lbs. (e.g., passenger cars, pickup trucks, sport utility vehicles) are equipped with OBD II. The OBD II system monitors the vehicles's emission components and detects excessive emissions. If a problem is detected, the OBD II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase Check Engine or Service Engine Soon. The system will also store important information about the malfunction so that a repair technician can accurately find and fix the problem.
D-3*	Low Sulfur Gasoline	**NOx:** The Federal Tier 2 program will require low sulfur gasoline (30 ppmw) by calendar year 2006, which will reduce NOx.
D-4*	Low RVP Gasoline	**VOC:** lowering the Reid Vapor Pressure of gasoline from 9.0 to 7.8 will result in a significant VOC reduction.
D-5	Alternative Fuels	**NOx and VOC:** Fuels other than gasoline or diesel, including compressed or liquified natural gas, methanol, ethanol, propane and electricity. Use requires appropriate vehicle and infrastructure. Incentives and/or fleet requirements can be used to increase the use of alternative fuels.
D-6*	DOE Clean Cities Program	Shreveport-Bossier City MSA will establish a Clean Cities Program sponsored by the U.S. Department of Energy (DOE). The Clean Cities program supports public and private partnerships that deploy alternative fuel vehicles (AFVs) and build supporting infrastructure.

Table 2
Shreveport-Bossier City MSA Early Action Compact
Proposed Control Measures

Id. No.	Control Measure Category	Proposed Control Measures
D-7	Clean Fuel Incentives	**NOx and VOC:** Incentives used to implement fuels that are cleaner than conventional gasoline and diesel, including alternative fuels, lower sulfur gasoline and low sulfur diesel.
D-8	Clean fuels fleet program	**VOC:** Local governments pass ordinances requiring biodiesel or ultra low sulfur diesel (ULSD) to be used in local government fleets and/or those of construction/demolition/waste-hauling firms contracted to local government. Transit and school bus fleets may also be considered. Could also include requiring installing oxidation catalysts and particulate filters to further reduce emissions.
D-9	Clean diesel for offroad vehicles	Require all diesel for non-road use to have a lower aromatic content and higher cetane number. Cetane is a measure of a fuel's ignition delay. Using diesel fuel with a higher cetane number improves fuel economy, reduces smoke during start-up, reduces exhaust emissions and improves engine durability and reduces noise and vibration.
D-10	"Green" school buses	**NOx:** This EPA-sponsored program works through a local non-profit agency to retrofit or replace old diesel school buses with cleaner running buses. Retrofits and replacements are implemented using 50% local funding. EPA provides seed money to non-profit organizations for fund-raising and program administration.
D-11	Car care clinic	Car care clinics provide motorists with an opportunity to receive a free emissions test and to learn how regular car maintenance can reduce driving costs and protect air quality. Participants also receive information about reducing air pollution by walking and cycling, carpooling, using public transit, and taking action on ozone alert days.
D-12	Voluntary heavy-duty retrofits	**NOx:** Retrofit or replace fleets of heavy-duty diesel vehicles with heavy-duty liquified natural gas (LNG) vehicles. This would require specialized fueling infrastructure. Retrofits, infrastructure may be eligible for incentives.
D-13	Airports clean air initiative	**NOx and VOCs:** Use of electric or alternative fuels for airport ground support equipment (GSE). GSE perform a variety of functions, including starting aircraft, aircraft maintenance, aircraft fueling, transporting cargo to and from aircraft, loading cargo, transporting passengers to and from aircraft, baggage handling, lavatory and food services. GSE largely comprise off-road types of equipment fueled by either gasoline or diesel. This measure would involve using electric or compressed natural gas (CNG) fuels in GSE and providing appropriate fueling infrastructure.
D-14	Commitments for emissions reductions from local rail companies	**NOx and VOCs:** Controls for locomotives are pre-empted by federal law, but voluntary controls, such as using auxiliary power units (APUs) may be successful because they reduce fuel costs to railroad companies.
E. Other Measures		
E-1	Smart growth initiatives (land use/urban design solutions)	**NOx and VOCs:** Mixed use development refers to housing developments mixed with retail, office and public service uses in close proximity. Mixed use development reduces vehicle trips and associated emissions.
E-2	Energy conservation programs	Energy conservation measures not only decrease NOx emissions, but also can have significant reductions in other pollutants, such as sulfur dioxide, VOCs, air toxics, and carbon dioxide. These various efficiency measures when combined have the potential to add up to significant energy savings and emissions reductions.
E-3	LDNR HERO for individual homes	The Louisiana Home Energy Rebate Option (HERO) offers an actual cash payment for Louisiana residents who build new homes to high levels of energy efficiency or make energy improvements to existing homes. HERO is a component of the Home Energy Loan Program of the Louisiana Department of Natural Resources (DNR).
E-4	LDNR Energy Fund for schools, hospitals and state buildings	The Energy Fund is available to all publicly funded institutions implementing energy conservation measures under a performance-based energy efficiency contract. Further, funding must be used exclusively to provide interest rate reduction on third party energy conservation loans to publicly funded institutions domiciled in Louisiana.
E-5	Louisiana Commercial Building Codes	The 1997 Louisiana Legislature enacted the Commercial Building Energy Conservation Code. The state legislation was mandated by Congress as part of the National Energy Policy Act of 1992 (EPAct) which requires that states incorporate energy efficiency standards into their building codes for commercial buildings. The code applies only to new buildings and buildings that undergo major renovation. Implementation of the code is via plan review in the State Office of Facility Planning for state buildings and in the State Fire Marshal's office for all other commercial buildings.
E-6	Urban heat island/Cool cities program	The purpose of this strategy is to keep the city as cool as possible, since ozone forms at higher temperatures. This can be implemented through vegetation, cool roofing and light colored pavement.
E-7	Urban reforestation	Planting trees for general reforestation will improve air quality. Additional savings are realized through landscaping ordinances that require urban tree planting.

Table 2
Shreveport-Bossier City MSA Early Action Compact
Proposed Control Measures

Id. No.	Control Measure Category	Proposed Control Measures
E-8	Low emissions gas cans	**VOCs:** These gas cans have a special spout/lining to lower VOC emissions while gasoline is transferred to or from the can.
E-9	Clean lawn mower rebate program	Consumers bring in their old lawnmowers to participating company stores and receive a discount or gift certificate toward the purchase of new gasoline or electric lawnmowers.
E-10	e Government and improved accessibility to services	**NOx and VOC:** By providing web-based services, both for information and transactions, and/or multiple locations for payments, etc. an entity will help citizens reduce driving distances required to do business with government.
E-11	Equipment and contract specifications	Specify in bidding process that contractors must achieve emission reductions to standard practice. Methods might include using diesel equipment retrofitted with exhaust control technologies or other clean diesel/alternative fuel engines to reduce emissions. The available retrofit technologies include: diesel oxidation catalysts, diesel particulate filters, enhanced combustion modifications and crankcase emission controls, selective catalytic reduction, lean NOx catalyst technology and engine modifications.

Note: * Denotes those control measures recommended in the Ozone Flex Agreement for the Shreveport-Bossier City MSA.

Attachment A
NEWSPAPER NOTICE; MINUTES OF 5/29/03 CACAC MEETING

Public Notice

Under the terms of an agreement entered into between the local governing bodies within the Shreveport-Bossier City Metropolitan Statistical Area (the "MSA") and the U. S. Environmental Protection Agency, the MSA is required by June 16, 2003 to identify and describe the local control measures that will be considered during the local planning process for ensuring attainment of the 8 hour ozone National Ambient Air Quality Standard by December 31, 2007. This planning process will continue until January 30, 2004.

The current list of control measures which will be considered during the local planning process is available at www.ci.shreveport.la.us/AirQuality/index.htm or by contacting the City of Shreveport at (318) 673-7660.

If anyone has any questions, comments or suggestions about the measures currently being considered, is aware of additional measures which could be considered during the planning period, and/or has any questions or comments about this process, please mail or e-mail your comments to the Greater Shreveport Clean Air Citizens Advisory Committee at the following address:

Greater Shreveport Clean Air Citizens Advisory Committee
c/o Wes Wyche
City of Shreveport
P. O. Box 31109
Shreveport, LA 71130

e-mail: wes.wyche@ci.shreveport.la.us

Please submit your comments by Wednesday, May 28, 2003.

Clean Air Citizens Advisory Committee
Minutes of May 29, 2003 meeting

Committee members in attendance:

Bob Molloy
Pam Glorioso (for Lo Walker)
Bill Altimus
Kelly Spencer (for Brian Bond)
Kent Rogers
Fran Scaglione (for Lola May)
Wes Wyche

Others:

Mark Chrisman, Louisiana DEQ
Edna Delphin, City of Shreveport
Marc Wallace, Camp Dresser and McKee
Maureen Neville, Camp Dresser and McKee
Liza Long, NLCOG
Chris Petro, NLCOG
David Williamson, Williamson & Associates

Minutes of the February 24 meeting were approved as drafted.

The new technical consultants from Camp, Dresser and McKee were introduced. Marc Wallace, CDM's technical manager on the project, and Maureen Neville were present on behalf of CDM, and Marc gave a brief background on CDM and his air quality planning experience. Marc also mentioned the subconsultants working on the projects, Lambert Engineers, GoTech, and the photochemical modeling firm of SAI.

Wes Wyche gave a summary of developments pertaining to the ozone flex agreement, noting that it was signed by Caddo, Bossier and Webster Parishes, Shreveport, Bossier City, the Louisiana DEQ and the EPA at a formal ceremony attended by the new Administrator of EPA Region 6. The event received a good deal of positive media coverage, including a Times editorial. Wes discussed the 3 main commitments given by the local governing bodies in the agreement: (1) develop and implement an ozone action plan for the area; (2) participate in the U. S. DOE's Clean Cities initiative; and (3) implement contingency measures in the event that exceedances of the 1 hour standard occur. He noted that this committee would need to convene in the event exceedances do occur.

He updated the committee on the successful beginning of the ozone action program and distributed a list roster of participants in the program. He noted that the first Clean Cities stakeholder meeting is currently being planned, and will likely be held in late June.

Marc Wallace gave a power point presentation on the upcoming milestones required to be met under the Early Action Compact and current status on meeting the deadlines. He discussed the draft list of control measures under consideration (required to be submitted to EPA by June 16), which represents an amalgamation of possible control measures discussed by the committee at various times during the planning process since 2002. The committee reviewed the draft list, and agreed that absent any additional comments, questions or suggested changes received from committee members within one week (June 5), the list as drafted would be submitted to EPA in order to meet the June 16 deadline. It was noted that no comments had been received to date from the public on the proposed list since the running of the notification in the Times during the prior week.

Kent Rogers noted that according to the U. S. Census Bureau, DeSoto Parish is now considered to be a part of the Shreveport MSA, and Webster is not. Wes said he would check with Michael Morton of EPA to determine what kinds of ramifications this might have for our air quality planning efforts.

Mark Chrisman reported on ozone numbers logged to date at the local monitor sites. The highest so far has been an AQI of 89, in the moderate range. He noted that DEQ has recently installed a backup monitor at the downtown airport site, which has been supporting the readings obtained on the primary monitor. Mark asked that media contacts be set up as part of the ozone action program's notification protocol. Wes will get with Liz Swaine to coordinate.

It was agreed that the next meeting will likely be set up for sometime in late July.