Pollution Reduction Plans with $PM_{2.5}$ Co-benefits

Ozone Reduction Strategies with $PM_{2.5}$ Co-benefits

1. Idling restriction, especially diesel engine idling.
2. Improved mass transit; increase ridership
3. Diesel retrofits
4. Diesel retrofits (construction equipment)
5. State, regional and local transportation and air quality officials should continue to consider the air quality impacts of proposed transportation policies
6. Sped limit enforcement
7. Airport measures – ground support equipment – switch to biodiesel
8. Traffic light signalization improvements
9. Airport measures – single-engine taxi
10. Increase number of truck docking facilities for powering electric compressors to replace use of diesel engines
11. Improve TRIMARC, incident management, roadside assistance
12. Airport measures – gate electrification
13. Review transportation projects for effects on ozone and fine particles in addition to reviewing for carbon monoxide impacts
14. Railroads/railyards – cleaner switch engines
15. Railroads/railyards – idling restriction on engines and locomotives

Toxics Reduction Strategies with $PM_{2.5}$ Co-benefits

1. Initiate a stakeholder process for local adoption of an idling regulation with the proposed Draft Idle Reduction Regulation (see included as Appendix 16) used as a starting point for discussion.
2. Improve and expand traffic light signalization synchronization throughout Louisville Metro.
3. Improve Traffic Response and Incident Management Assisting the River Cities (TRIMARC) incident management and roadside assistance to reduce idling on the highways.
4. Encourage significant coordination among the Kentucky Transportation Cabinet, local transportation officials, and private fleets during major highway repair or construction, specifically the Louisville-Southern Indiana Ohio River Bridges project, to develop plans to minimize traffic backups and delays to reduce idling and toxic emissions.
5. The Board should recommend to the Mayor's office the issuance of an executive order requiring the use of biodiesel (ASTM standard) in the Louisville Metro Government's diesel fleets within one year.
6. Expand the use of alternative fuels and technologies by all municipal and transit fleets (on- and off-road) in Louisville Metro within one year.
7. Work in partnership with Kentucky Petroleum Marketers Association to evaluate, develop, and achieve goals to provide biodiesel (ASTM standard) blends at retail stations throughout Louisville Metro.

8. Develop a partnership, between rental car agencies and public and private entities utilizing rental fleets, to increase the use of biodiesel (ASTM standard) and/or alternative fuels and technologies in rental fleets.
9. Create partnerships, tax incentives, and other financial incentives to encourage the use of biodiesel (ASTM standard) and/or alternative fuels and technologies by private fleets.
10. Work with public and/or private fleets operating in Louisville Metro through incentives and grants to aggressively retrofit equipment with state-of-the-art technology.
11. Explore the creation of a Louisville Metro Environmental Grant Partnership to aggressively coordinate, apply for, and receive federal and state grants to reduce toxic emissions from mobile and nonroad mobile sources. Utilize federal political partnerships to increase success.

Greenhouse Gas Reduction Strategies with $PM_{2.5}$ Co-benefits

The Partnership for a Green City Climate Change Committee has not completed its work. However, recommended reduction strategies are expected to have some $PM_{2.5}$ co-benefit. Any recommendations proposed by the Committee will be presented to the Fine Particle Air Quality Task Force as soon as they become available.