SOUTHEASTERN LOUISIANA
Comprehensive Climate Action Plan:
Environment, Economy, & Equity

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

RPC
REGIONAL PLANNING COMMISSION
FOR THE PARISHES OF
LOUISIANA
TANGIPAHOA · JEFFERSON · ORLEANS · PLAQUEMINES · ST. BERNARD · ST. CHARLES · ST. JOHN THE BAPTIST · ST. TAMMANY

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Acknowledgments

BUILDING A STRONGER, SAFER FUTURE

EPA CPRG Program

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Data compiled from the American Community Survey (ACS) 5 Year Summary File (2017 – 2021) published December 2022 by the US Department of Commerce, Economics and Statistics Administration, US Census Bureau. Data received in text format and joined to spatial geography files by the New Orleans Regional Planning Commission (RPC). Specific tabular data relating to RPC activities formatted for mapping and analytical purposes. For further information please contact RPC, Lynn Dupont, GIS Manager.

American Community Survey 2023 Citation

Data compiled from the American Community Survey (ACS) 5-Year Summary File (2019 – 2023) published December 2024 by the US Department of Commerce, Economics and Statistics Administration, US Census Bureau. Data received in text format and joined to spatial geography files by the New Orleans Regional Planning Commission (RPC). Specific tabular data relating to RPC activities formatted for mapping and analytical purposes. For further information please contact RPC, Lynn Dupont, GIS Manager.

LGGIT Citation

This data consists of greenhouse gas emissions estimates developed by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes (RPC) using the US Environmental Protection Agency's Local Greenhouse Gas Inventory Tool (LGGIT). The RPC followed the LGGIT User Guide in developing the estimates, which are compiled from a variety of input data sources. For further information please contact RPC. The LGGIT User Guide can be found here: https://www.epa.gov/sites/default/files/2016-06/documents/community_module_users_guide_6-6-16_for_508c.pdf.

Lightcast Occupation Table Citation

Lightcast (2025). Occupation Table: All Occupations in 9 Louisiana Counties.

Lightcast Other Data Citation

Lightcast (2025). https://kb.lightcast.io/en/

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Executive Summary

The Southeast Louisiana Comprehensive Climate Action Plan (CCAP or Plan) outlines a coordinated regional framework to reduce greenhouse gas (GHG) emissions, strengthen community resilience, and sustain economic prosperity across nine parishes in the New Orleans-Metairie Metropolitan Statistical Area (MSA). Led by the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes under the US EPA's Climate Pollution Reduction Grants (CPRG) program, the Plan builds on Louisiana's statewide and local climate action initiatives, advancing practical solutions for a region facing growing risks from heat, flooding, hurricanes, and sea-level rise.

Plan Goal & Purpose

The CCAP's goal is to guide partners in designing policies, programs, and projects that reduce GHG emissions while adapting to climate impacts and protecting community well-being. It serves as a roadmap for aligning investments and actions across sectors—transportation, buildings and energy, industry, natural systems and water, waste and materials, and community well-being—to achieve both environmental and economic outcomes. Across these sectors, the Plan results in a set of priority action strategies based on community priorities.

The Process

The Plan was developed through an inclusive, data-driven process that combined technical analysis, regional collaboration, and community input. The RPC consolidated existing state and local plans; performed an updated GHG inventory and forecasting analysis; and engaged residents and community leaders through open houses, pop-up events, surveys, workshops, and focus groups to ensure that local voices, especially from disadvantaged communities, shaped priorities. The process emphasized the identification of mitigation, adaptation, and emergency management opportunities, ensuring that strategies respond to long-term risks and resilience needs

CCAP Planning Workshop
(Stantec Staff Photo)

Implementation & Systemic Change

CCAP implementation will occur in phases through 2030, emphasizing coordination, shared tools, and workforce readiness. The RPC can act as a regional convener—facilitating collaboration, technical assistance, and data sharing—while municipalities and parishes lead on-the-ground action. Project outcomes and program performance will be monitored over time to evaluate the success of implemented projects.

This Plan marks a shift from individual project implementation to systemic change—embedding climate considerations into how Southeast Louisiana plans, invests, and grows. By building partnerships, aligning resources, and institutionalizing climate resilience within existing regional systems, the CCAP lays the foundation for a more sustainable, equitable, and prosperous future for Southeast Louisiana.

Sector Priorities

The following priorities emerged after multiple rounds of stakeholder outreach and community engagement.

TRANSPORTATION & LAND USE: Support for clean mobility through electrification, expanded bike and transit options, and improved regional coordination.

BUILDINGS & ENERGY: Programs to retrofit buildings, reduce energy use, expand solar adoption, and lower costs for households and governments.

INDUSTRY: Collaboration with major emitters and clean-tech partners to promote innovation, efficiency, and workforce development.

NATURAL SYSTEMS & WATER: Restoration of wetlands, tree canopy expansion, and integration of green infrastructure to mitigate flooding and urban heat.

WASTE & MATERIALS: Regional waste-to-reuse strategies, recycling innovation, and circular economy pilots.

COMMUNITY WELL-BEING & EMERGENCY MANAGEMENT: Strengthen emergency response, heat relief networks, housing resilience, and social equity.

Acronyms / Abbreviations

ARPA	American Rescue Plan Act
BAU	Business as Usual
BLS	US Bureau of Labor Statistics
BUILD	Better Utilizing Investments to Leverage Development
CCAP	Comprehensive Climate Action Plan
CDBG	Community Development Block Grants
CH$_4$	Methane
CNG	Compressed Natural Gas
CO$_2$	Carbon Dioxide
CPRA	Coastal Protection and Restoration Authority
CPRG	Climate Pollution Reduction Grants
DOE	Department of Energy
DOT	Department of Transportation
EDA	US Economic Development Administration
EPA	Environmental Protection Agency
EV	Electric Vehicle
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FLIGHT	Facility Level Information on Greenhouse Gases Tool
FTA	Federal Transportation Authority
GDP	Gross Domestic Product
GHG	Greenhouse Gas
HUD	Department of Housing and Urban Development
HVAC	Heating Ventilation and Air Conditioning
IIJA	Infrastructure Investment and Jobs Act
IRA	Inflation Reduction Act
LaDOTD	Louisiana Department of Transportation & Development
LGGIT	Local Government Greenhouse Gas Inventory Tool
LIDAC	Low Income and Disadvantaged Communities
LWCF	Land and Water Conservation Fund
MOU	Memorandum of Understanding
MSA	Metropolitan Statistical Area
MTP	Metropolitan Transportation Plan
N$_2$O	Nitrous Oxide
NEI	National Emissions Inventory
NLCD	National Land Cover Database

NOAA	National Oceanic and Atmospheric Administration
NOLA	New Orleans, Louisiana
NREL	National Renewable Energy Laboratory
NWS	National Weather Service
PCAP	Priority Climate Action Plan
RLMA	Regional Labor Market Area
RPC	Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes
RESTORE	Resource and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act
RTP	Recreational Trails Program
SOC	Standard Occupation Codes
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
USDA	US Department of Agriculture
USDOT	US Department of Transportation
VMT	Vehicle Miles Traveled

Glossary

TERM	DEFINITION
Adaptation[1]	Climate change adaptation means taking action to prepare for and adjust to both the current and projected impacts of climate change. For example, as we expect summers to get hotter, communities are investing now in increased tree canopy, built shade, and water features for cooling.
Climate Change[2]	Climate change involves significant changes in average conditions—such as temperature, precipitation, wind patterns, and other aspects of climate—that occur over years, decades, centuries, or longer. Climate change involves longer-term trends, such as shifts toward warmer, wetter, or drier conditions. These trends can be caused by natural variability in climate over time, as well as human activities that add greenhouse gases to the atmosphere, like burning fossil fuels for energy.
Comprehensive Climate Action Plan (CCAP)[3]	A narrative climate planning report that provides an overview of all GHG sources/sinks and sectors following industry-standard protocols. The CCAP will establish near-term and long-term GHG emission reduction targets and identify GHG reduction measures to achieve those goals.
Emergency Management[4]	Emergency management is a part of climate change adaptation, and refers to the coordinated effort to prepare for, respond to, recover from, and mitigate the impacts of disasters and emergencies. It involves planning, organizing, and managing resources and responsibilities to deal with all aspects of emergencies, particularly preparedness, response, recovery, and mitigation.
Greenhouse Gases (GHGs)[5]	Greenhouse gases (GHGs) are gases in the Earth's atmosphere that trap heat. They allow sunlight to enter the atmosphere freely, where the Earth absorbs it and radiates it back as heat. GHGs absorb this heat and re-radiate it, warming the planet. Unlike oxygen and nitrogen, greenhouse gases like carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases trap heat and contribute to the greenhouse effect.
Greenhouse Gas (GHG) Emissions[6]	Greenhouse gas emissions refer to the release of gases that trap heat in the Earth's atmosphere, contributing to global warming and climate change. Human activities are responsible for almost all of the increase in greenhouse gases in the atmosphere over the last 150 years.
GHG Inventory[7]	A summary of all GHG emission sources and sinks by sector and the associated emissions quantified using commonly accepted protocols. The CCAP must include a comprehensive inventory of GHG emissions and sinks for the following sectors: industry, electricity generation/use, transportation, commercial and residential buildings, agriculture, natural and working lands, and waste and materials management.
Low Income / Disadvantaged Communities (LIDACs)[8]	Communities with residents who have low incomes, limited access to resources, and disproportionate exposure to environmental or climate burdens. Although the Inflation Reduction Act does not formally define LIDACs, the EPA publishes publicly available data sets that identify LIDACs based on different vulnerability indices: the Climate and Economic Justice Screening Tool and the Environmental Justice Screening and Mapping Tool. These tools identify LIDACs by assessing indicators for categories of burden: air quality, climate change, energy, environmental hazards, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

TERM	DEFINITION
Metropolitan Statistical Area (MSA)[9]	Metropolitan statistical areas as defined by the US Census 2020 MSA population. A list of eligible MSAs can be found in Appendix 15.2 of in EPA's CPRG: Formula Grants for Planning, Program Guidance for States, Municipalities, and Air Control Agencies.
Mitigation[10]	Climate change mitigation refers to actions limiting the magnitude and rate of future climate change by reducing greenhouse gas emissions and/or advancing nature-based solutions. For example, a municipal government may want to reduce its impacts on climate and pursue a fleet transition plan with hybrid or electric vehicles to phase out gas-powered vehicles.
Priority Climate Action Plan (PCAP)[11]	A narrative climate planning report that includes an analysis of GHG emission reductions and a focused list of near-term, high-priority, and implementation-ready measures to reduce GHG pollution.
Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes (RPC)[12]	The regional planning commission for Southeast Louisiana and the federally designated Metropolitan Planning Organization (MPO) for the region's urbanized areas. The RPC brings together local, state, and federal partners to guide investments, shape policy, and improve quality of life across parish boundaries, including Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa.
Resilience[13]	Resilience is the capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment.

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Background

Background

Climate Change: Global Challenge, Regional Impacts

Global temperatures are increasing, in part through human activities related to land use, consumption, transportation, and energy use. This change in temperature has varying impacts across the globe. In Southeast Louisiana, climate change is intensifying extreme storms, heat, flooding, and drought, which impact infrastructure, agriculture, and energy. These changes are impacting the region with destruction and loss of property, negative public health and safety outcomes, and rising costs from insurance, energy bills, and storm repairs (see **Figure 1**).

Addressing these challenges starts with understanding where the problem is, learning what can be controlled through policy and investments in mitigation and adaptation activities, and working together to collectively agree on actions to reduce risks from climate change.

This Comprehensive Climate Action Plan (CCAP or Plan) provides a framework that addresses why action is needed and what actions the region has prioritized. Together, risks can be reduced, the economy can be strengthened, and communities can become more resilient.

The Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes is the designated regional planning body and metropolitan planning organization (MPO) for the New Orleans metro area in Southeast Louisiana. Parishes in the RPC planning area include Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles. St. James. St. John the Baptist, St Tammany, and Tangipahoa. St. James parish is not an RPC member, but it is included in the planning area.

For this planning process, the RPC served as the lead coordinator and facilitator, developing a regional climate action framework by engaging local governments, state agencies, nonprofits, and community stakeholders. **More broadly, the RPC's role for the region is to foster sustainable and equitable growth, so that communities in Southeast Louisiana have a proactive approach to staying healthy, economically competitive, and resilient in the face of current and future challenges**. Areas of focus include long-range planning for transportation, the environment, and regional economic development.

CCAP Planning Workshop
(Stantec Staff Photo)
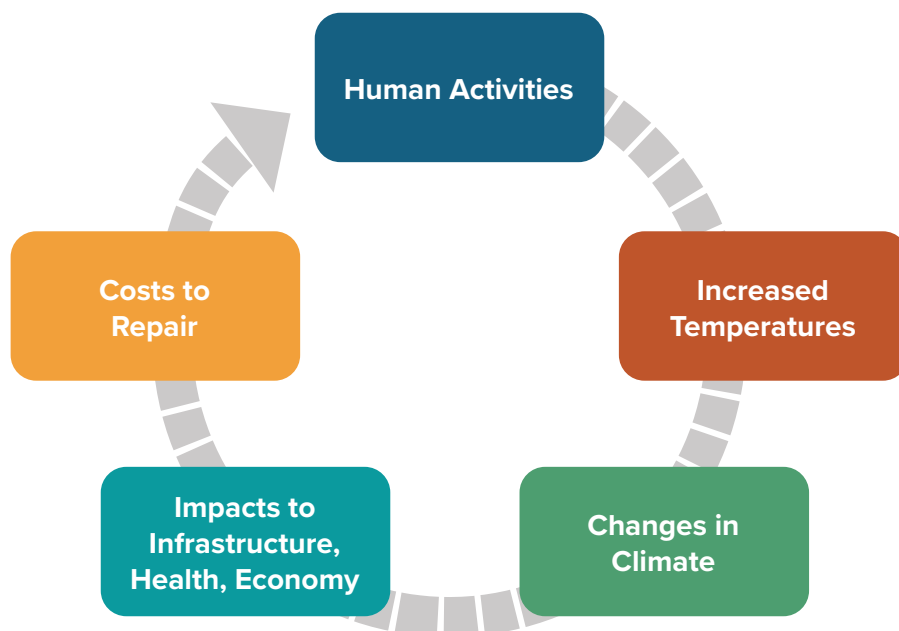
Figure 1: Cycle of Climate Impacts

Leveraging a Federally Standardized Planning Framework

Authorized under the 2022 Inflation Reduction Act, the Environmental Protection Agency (EPA) developed the Climate Pollution Reduction Grants (CPRG) Program (see **Figure 2**). This program provides $5 billion in federal funding to states, metropolitan statistical areas, and tribal nations to develop climate action plans for reducing greenhouse gas (GHG) emissions and preparing for extreme weather. GHG emissions reduction is an important step in reducing the rate of climate change and its effects.

This Plan is a deliverable of the CPRG Program and is intended to outline ways Southeast Louisiana can reduce climate related risks, prepare for the future, and promote prosperity for the region.

Figure 2: CPRG Logo. Image Source: US EPA

Investments in climate action planning go beyond developing a plan. The process brings partners together to address complex and correlated environmental, economic, and social challenges. It opens the door for meaningful engagement and dialog with those who have traditionally not had a voice in the decision-making process. It creates a structure for investments to achieve reductions in GHG emissions and results in co-benefits and workforce development opportunities.

Electric Vehicle Navigates High Wind and Rain Storm in Industrial Area (Stantec Staff Photo)

This Plan has been developed for nine parishes in Southeast Louisiana. Led by the RPC, **this multi-jurisdictional coordinated strategy results in a plan that can guide partners through policy, program, and project design through the identification of prioritized mitigation and adaptation actions while reducing GHG emissions, adapting to extreme weather, and integrating community needs and priorities.**

Towns, cities, tribal nations, and regions are interconnected at every level. Southeast Louisiana depends on a vibrant economy built on a strong foundation in chemical refining and manufacturing that supports transportation, jobs, education, and quality of life for the region. At the local level, municipalities deliver essential public services like waste, water, infrastructure, planning, recreation, and health services. All these services are impacted by a changing climate, and all cost money to maintain, repair, and replace. Together, these layers of economic and civic infrastructure form an interdependent system, one where regional prosperity and local resilience rely on each other, and where climate change threatens the stability of both.

Interconnected Transporation, Carrolton Bike Lane (RPC Staff Photo)

Community members are faced with ever-changing stressors like increased housing and insurance costs, higher cooling bills, and impacts from extreme weather, with the most vulnerable populations disproportionately impacted by these stressors. The CPRG Program provides a structured approach for planners across the country to develop mitigation and adaptation actions that can reduce GHG emissions, reduce risks, and align investments to maximize impact to communities.

Building on the Priority Climate Action Plan

This Plan builds on the work already established by the State of Louisiana and City of New Orleans 2022 climate action plans, which set net-zero targets for GHG emissions for 2050, as well as the 2024 Southeast Louisiana Priority Climate Action Plan (PCAP), developed as part of the CPRG Program, which is the foundation for this Plan.[1]
The CPRG program consists of three phases (see **Figure 3**):

PCAP Development (2024) – Outlined priority climate actions ready for immediate implementation.

Federal Funding (2024) – A one-time federal funding opportunity to fund projects identified in the PCAP; the City of New Orleans received a $50 million grant from this program.

CCAP Development (2025) – A refined and detailed comprehensive climate action plan.

March 2024	July 2024	Fall/Winter 2025
Priority Climate Action Plan (PCAP) ➤ Studied future conditions ➤ Identified actions to prepare for the future	**Federal Funding** ➤ New Orleans received $50 million for community actions	**Comprehensive Climate Action Plan (CCAP)** ➤ Builds on future conditions study ➤ Develops community actions to prepare for the future ➤ Plans for future workforce needs

Figure 3: The CPRG Program Process

The CPRG program also includes status report requirements and scheduled reporting to the EPA on progress and outcomes in 2027.

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[1] *The Southeast Louisiana Priority Climate Action Plan can be found* [here](#).

CPRG Program

Through the CPRG Program, projects identified in the PCAP have resulted in the City of New Orleans being one of 25 recipients to be awarded nearly $50 million in funding to be used to:

- **Increase Transportation Access:** Add 148 new bike share stations, 2,500 electric bikes, and provide incentives for 3,000 electric bikes.
- **Cut Energy Costs:** Retrofit 50 local government buildings to reduce energy costs.
- **Plant Trees:** Plant 7,500 trees to reduce the urban heat island effect, cut energy costs by increasing natural shade, and provide air quality benefits.
- **Increase Solar Energy:** Launch programs to increase solar panel installation on private properties.
- **Improve Buildings:** Create programs that support energy reduction goals for larger private-sector buildings.

By developing these foundational programs, collecting data, and sharing lessons, other municipalities can replicate, adjust, and benefit from similar initiatives and collective knowledge.

Downtown New Orleans (Adobe Stock Image)

The Plan Process

While climate change can be a contentious topic, in Southeast Louisiana the conversation ultimately centers on a practical question: **How do we prepare communities for increasing risks from extreme weather?** The region has long lived with the realities of hurricanes, flooding, and heat, and the resilience of its people is rooted in deep cultural knowledge about how to endure and recover from these weather events. Yet the risks are evolving—becoming more frequent, more severe, and more consequential. This Plan was developed through the following process to address these risks (see **Figure 4**).

STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7
Assess Current Conditions, Policies, and Strategic Plans	Develop a GHG Emissions Inventory	Engage the Community to Identify Needs	Draft Mitigation and Adaptation Actions	Refine Actions Based on Stakeholder Priorities and Identified Barriers	Assess Co-Benefits of Mitigation and Adaption Actions	Finalize Actions for Plan

Figure 4: Planning Process

Step 1: Assess Current Conditions, Policies, and Strategic Plans

Consolidate local comprehensive and long-range plans on transportation, coastal resilience, and economic development. Develop a suite of preliminary action strategies based on existing policies, related regional climate and resilience plans (like the 2024 PCAP), and recognized climate action best practices from federal and state resources.

Step 2: Develop a GHG Emissions Inventory

Compile the most regionally appropriate activity data for sources of GHG emissions across the categories of: Transportation and Land Use, Buildings and Energy, Industrial and Port Facilities, Natural Systems and Water, and Waste and Materials. Use reputable tools and methods for estimating the region's current and predicted future GHG emissions by sector using a hierarchy of emissions factors (i.e. local, state, country, global).

Step 3: Engage the Community to Identify Needs

Develop communication materials, social media posts, and a public survey to inform community members about the planning process and gain preliminary feedback. Host pop-up events and community open houses to learn about resident experiences with climate change impacts. Hold workshops and focus groups with municipal and parish officials, industry representatives, and environmental groups to prioritize and give feedback on draft action strategies.

Step 4: Draft Mitigation and Adaptation Actions

Use prioritization feedback from community leaders to shortlist top action strategies.

Step 5: Refine Actions Based on Stakeholder Priorities and Identified Barriers

Further refine top action strategies based on context provided during workshops and focus groups on regional barriers and opportunities.

Step 6: Assess Co-Benefits of Mitigation and Adaptation Actions

Use reputable tools to estimate the expected reductions of co-pollutants associated with action strategy implementation. Compile other qualitative co-benefits that can be expected from action implementation related to cost of living, workforce development, and public health.

Step 7: Finalize Actions for Plan

Combine co-benefits analysis, GHG reduction predictions, funding opportunities, workforce considerations, timeline and milestones, and reporting metrics for each action.

Taking an informed, proactive approach—one that analyzes vulnerabilities and targets the most impactful investments—is both smart and necessary. For example, rather than implementing a broad community solar initiative in a region that may be resistant to change, priority neighborhoods can be identified for solar exploration using energy-burden data and an approach that integrates targeted outreach workshops, data-informed analysis, and capacity-building efforts to increase renewable energy adoption.

> The goal is simple: to lessen the impacts of extreme heat, flooding, and storms on residents and businesses alike. A stronger, more adaptable economy is one that can sustain prosperity even in the face of change. This Plan lays a foundation for developing methodical, data-driven processes for understanding local vulnerabilities and enhancing well-being. Thoughtful, risk-reducing investments that lessen GHG emissions and prepare for extreme weather not only protect people and property but also help lower costs over time by reducing overall exposure.

Southeast Louisiana:
Growing the Economy & Supporting Communities

CHAPTER 2

# Southeast Louisiana: Growing the Economy & Supporting Communities

The region's industrial legacy and its profound economic influence form the backbone of local communities and the broader economy. Recognizing the interconnectedness of risk, people, the environment, and economic stability has shaped the development of the actions outlined in this Plan. **The following sections highlight Southeast Louisiana's unique attributes, as well as the intersection of challenges, strengths, and opportunities that will guide forward-thinking investments and stronger communities.**

Planning Extent

The CCAP planning region includes nine parishes in Southeast Louisiana: Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany, and Tangipahoa (see **Figure 5**). In total, the study area has a population of approximately 1.4 million people.[15]

The nine parishes that are part of the CCAP study area contain the Mississippi River Delta, as well as large swamps, inland lakes, coastal wetlands, bayous, barrier islands, and beaches on the Gulf Coast. These geographic features make the region a hotspot for biodiversity, as well as large industrial sites that benefit from the Mississippi River's flow. Southeast Louisiana's location in the Gulf of America also makes it prone to destructive hurricanes in the fall months, land loss due to rising sea levels and natural subsidence, and high heat and humidity.

The RPC has limited authority to implement projects for climate action, but the commission's role as a regional facilitator and convener creates a unique position to develop guidelines, recommend standard policy language, and build stepping stones for implementation.
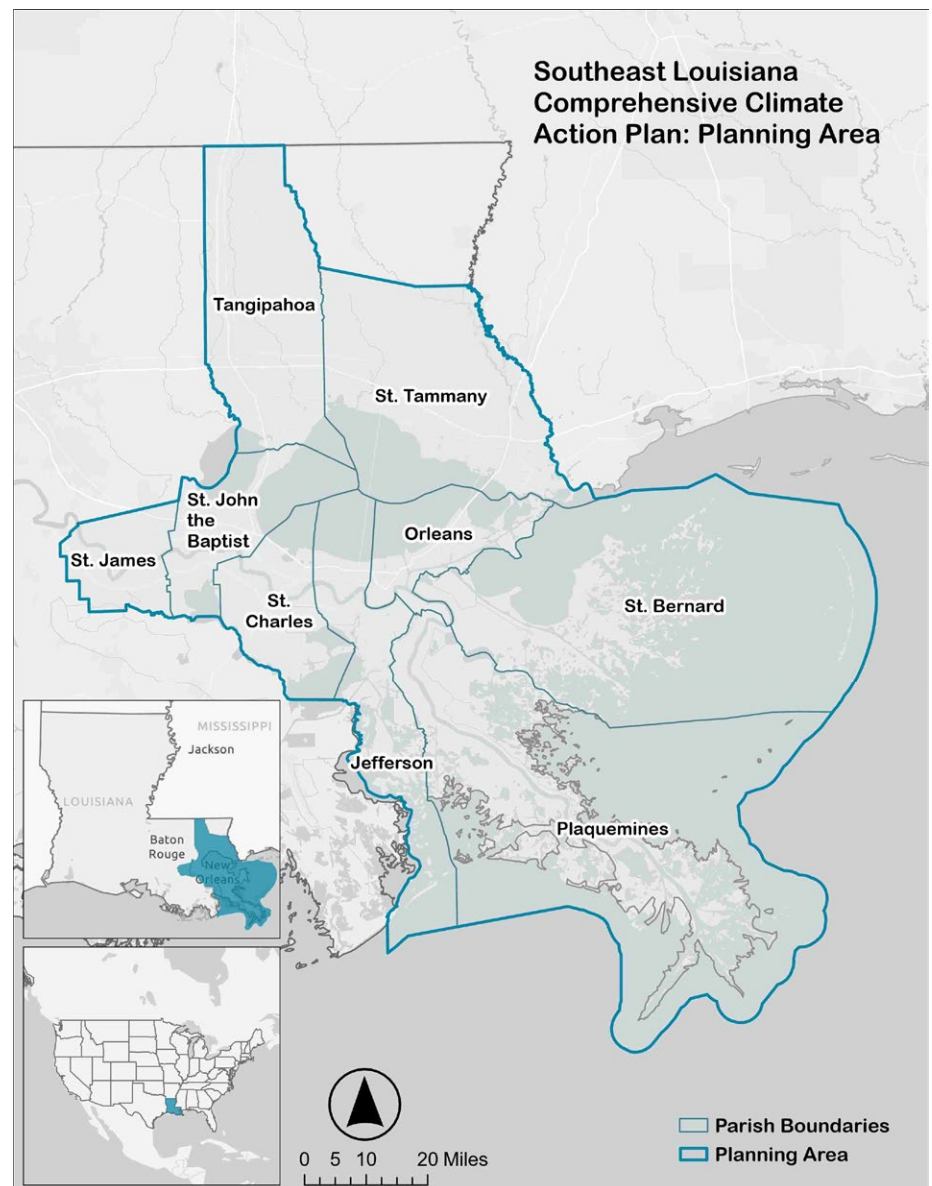
Figure 5: CCAP Planning Area Map

Economy

The Southeast Louisiana region is home to several large petrochemical refining and chemical manufacturing facilities and port facilities, which have a significant impact on the economy. In 2023, manufacturing combined with oil and gas extraction resulted in a total industrial gross domestic product (GDP) of $65 billion dollars, which is roughly 21% of the state's total GDP.[16] A total of 55 large emitters (power plants, chemical manufacturing sites, petroleum and natural gas systems, refineries, metalworks, and waste facilities, each emitting over 25,000 metric tons of CO_2e per year) are sited in the nine-parish region. This represents approximately one-quarter of all the state's major emitters located within 14% of the state's parishes. Southeast Louisiana is therefore a hotspot for large industrial emitters.[17] A screenshot from the EPA's Facility Level Information on Greenhouse Gases Tool (FLIGHT) shows some of these facilities in **Figure 6**.
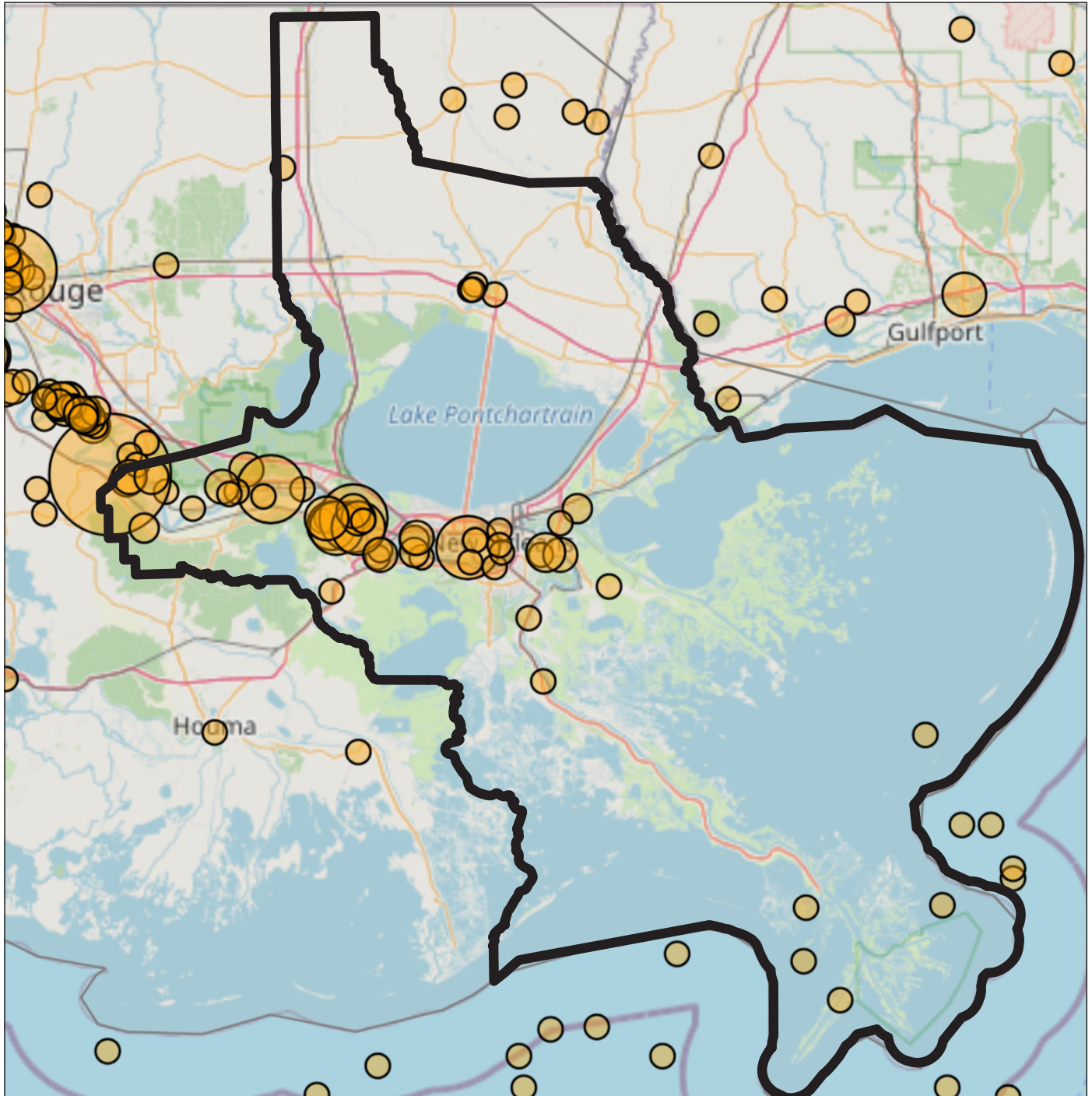
Figure 6: Map of Large Emitters in Southeast Louisiana (55 in CCAP planning area) from US EPA (≥ 25,000 metric tons CO_2e annually).[24] Emitters are identified by circles relative in size to their annual emissions.

Many of these sites sit along the Mississippi River corridor between Baton Rouge and New Orleans. While these large industrial facilities provide significant employment and economic stimulus to the region, a by-product of their operations results in the release of criteria air contaminants and operational wastewater effluent. While individual facilities must comply with regulatory limits, it is the compounding of these releases by dozens of sites that can lead to public health risks **(see Figure 7)**. Despite federal and state environmental and pollution requirements, studies suggest that high rates of chronic disease may accompany releases by these facilities.[18] Other large employers in the region include healthcare, education, hospitality and tourism, agriculture, and seafood production.

Economic activity in the region is also driven by its port facilities, facilitating trade via the Gulf of America and Mississippi River. Southeast Louisiana contains four of the top 15 busiest ports in the nation, by total tonnage.[22] Port-related industries generate one in five jobs statewide, contribute over $600 million in wages annually, and result in total economic output in the billions.[23] The climate action strategies included in this Plan have been developed with reference to these large cornerstones of the region's economy.

Shipping Activity (RPC Staff Photo)

Port of New Orleans[19, 20, 21]

The Port of New Orleans, Louisiana (Port NOLA) has adopted a comprehensive sustainability and climate action strategy that integrates environmental stewardship, community engagement, and economic resilience. As a certified member of the Green Marine environmental program since 2015, Port NOLA continuously improves its environmental performance through initiatives focused on pollution prevention, waste reduction, and air and water quality management.

The port is pioneering sustainable infrastructure development, notably with its $1.8 billion Louisiana International Terminal, the first US container terminal to register with the Envision sustainability framework, which evaluates environmental, social, and economic impacts across a project's lifecycle. Port NOLA also actively pursues renewable energy projects, electrification of equipment, and shore-to-ship power capabilities to reduce emissions. Recent federal funding supports the port's efforts to modernize facilities with all-electric trucks and enhance workforce development in green technologies. Through strategic planning and collaboration, Port NOLA is setting a national example for sustainable maritime commerce.

Port of New Orleans (Adobe Stock Photo)

Southeast Louisiana Comprehensive Climate Action Plan: EPA Air Toxics Screening Assessment

Tangipahoa

St. Tammany

St. John the Baptist

Orleans

St. Bernard

St. James

St. Charles

Plaquemines

Jefferson

Planning Area
Parish Boundaries

Estimated Cancer Risk (Per Million People by Census Block, 2020)

6-25
>25-50
>50-75
>75-100
>100

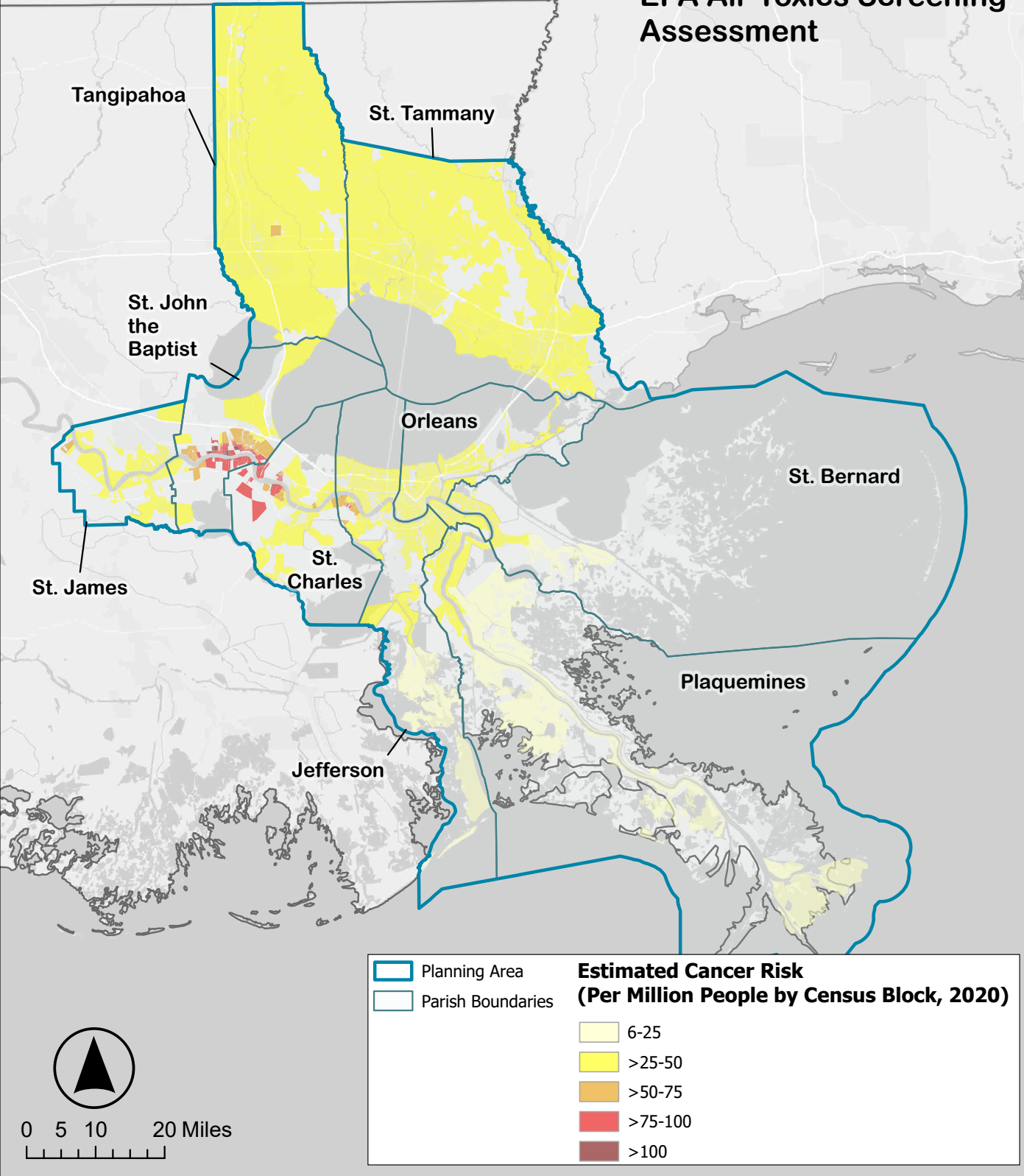0   5   10   20 Miles

Figure 7:   Elevated Cancer Risk from Air Pollutants Along Mississippi River Industrial Corridor[25]

Challenges

Southeast Louisiana faces a range of interconnected challenges, including public health concerns, socio-economic disparities, and the increasing impacts of climate change. Concerning public health, the area faces exposure to air pollution and diesel particulate matter from local refineries, port operations, and transportation. In 2025, New Orleans experienced increased levels of particulate pollution and ozone smog.[26] These commercial enterprises can also impact water quality for nearby communities.

The regional economy is heavily influenced by large petrochemical industries, which can limit economic diversification and constrain opportunities for emerging sectors. These dynamics, combined with low job growth and persistent poverty, may contribute to population loss and challenges in retaining local talent.[27] These challenges are compounded by worsening climate change impacts, such as more intense hurricanes, deadlier flooding, the stress of extreme heat on people and infrastructure, and land loss due to subsidence, storms, and sea-level rise.

Louisiana is experiencing a rise in frequency and severity of extreme weather events. According to the National Oceanic and Atmospheric Administration (NOAA), from 1980 to 2024, the state witnessed 106 confirmed weather disaster events with losses exceeding $1 billion each. Notably, the annual average rate of occurrence of these events has increased from 2.4 in the 1980s to 6.8 in the most recent five-year period (2020-2024), indicating a trend toward more frequent and intense storms.[28]

Extreme heat is also taking a toll on public safety and health. Between 2010 and 2020, there were an average of 2,755 heat-related Emergency Department visits and 282 hospitalizations every year in Louisiana.[29]

Regarding land loss, the state has lost nearly 2,000 square miles of land since the 1930s. This ongoing erosion is caused by factors like sea-level rise, land subsidence, and the disruption of natural sediment deposition processes. Without significant restoration efforts, projections indicate that the state could lose up to an additional 3,000 square miles over the next 50 years, which only increases flood risk and further threatens infrastructure and communities (see **Figure 8**).[30]

Industry in Southeast Louisiana (Adobe Stock Photo)

Impervious Groundcover Radiates Heat, Increasing the Impacts of Extreme Heat (Adobe Stock Photo)

Southeast Louisiana Comprehensive Climate Action Plan: Land Loss (2075 Sea Level Rise Scenario)

Tangipahoa

St. Tammany

St. John the Baptist

St. James

St. Charles

Orleans

St. Bernard

Jefferson

Plaquemines

Parish Boundaries

Planning Area

Land Loss

0   5 10   20 Miles
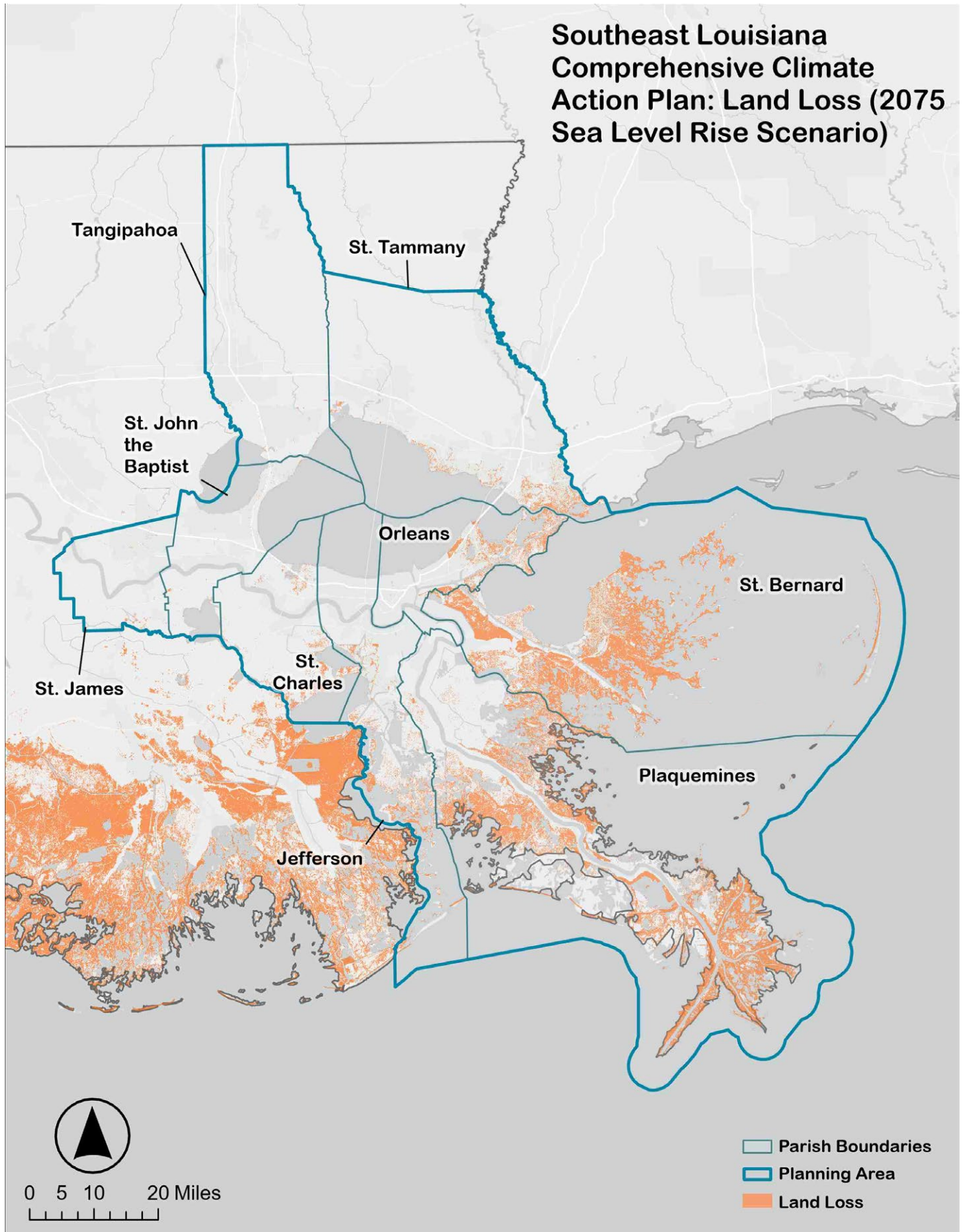
Figure 8:   Land Loss by 2075 based on the Louisiana Coastal Protection and Restoration Authority No Action, Sea-Level Rise Scenario

Responses to these challenges require political and community will, but also funding. Communities across Southeast Louisiana repeatedly report a lack of funding needed to adequately prepare for and respond to compounding climate hazards. To gain a better understanding of the current state, parish budgets in the planning area were reviewed, and the top takeaways are presented below.

➤ **Infrastructure investment is already underway:** Significant portions of parish budgets support improvements tied to flood mitigation, transportation connectivity, coastal protection, and water/sewer systems.

➤ **The CCAP can enhance impact** by embedding **climate resilience best practices** into these ongoing infrastructure upgrades, rather than creating parallel efforts.

➤ **Public safety is a major investment area:** To maximize climate readiness, the CCAP will strengthen alignment between **emergency management and resilience goals** and promote **inter-parish coordination.**

➤ There is strong potential for **regional collaboration** on shared priorities like drainage, roadway systems, and water infrastructure—areas where climate-smart planning can deliver co-benefits.

Transit Infrastructure in New Orleans (Stantec Staff Photo)

Building on Regional Strengths

Southeast Louisiana is strategically located along maritime trade routes and is one of the strongest exporters in the country. Thirty-one percent of the state's GDP is driven by exports, the highest in the US.[31] This global connectivity could support the export and adoption of decarbonization technologies, from renewable fuel production systems to carbon capture infrastructure, as global demand for low-carbon solutions increases. Louisiana also has a relatively low cost of doing business compared to other states and has a high rate of entrepreneurship. It's in the top 20 states for new business formation, with the eighth lowest cost of doing business in the nation.[32] This is encouraging for partners looking to take early initiative in fast-growing industries like clean technology.

The state and region also benefit from early action on climate. Multiple plans released after 2020, like Louisiana's independent Climate Action Plan (see **Figure 9**), have started progress on enterprises from offshore wind to complete streets programs. According to the Louisiana Department of Transportation and Development, between 2017 and 2021, the state implemented over 126 miles of Complete Streets upgrades that make more room for bicyclists and pedestrians while increasing greenspace to absorb stormwater runoff and absorb pollutants. Planning around offshore wind development is a long-term priority, and preliminary work has started, signaling strong potential for clean energy expansion in the future, though several planned projects have recently been paused due to the federal administration's suspension of new offshore wind leasing.[33] The recent Comprehensive Master Plan for a Sustainable Coast (2023) has also provided an exceptional foundation in technical rigor and financial commitments ($50 billion over 50 years) for preserving and restoring coastal environments through pre-identified projects.[34]

Southeast Louisiana also has a strong cultural heritage that connects communities and brings national attention and cash flow to its tourist attractions and historical sites. In 2024, the total economic impact of tourism in Louisiana was $24.8 billion.[35]

Louisiana's combination of economic influence, large energy industries, entrepreneurial energy, early climate initiatives, and rich cultural heritage positions the state to take a leadership role in climate action. Its status as a top exporter and low-cost business environment provides an ideal foundation for scaling clean technologies and renewable fuels to national and international markets. Existing climate investments demonstrate both technical capacity and financial commitment, offering avenues to expand resilience and decarbonization efforts. Since 2020, over $21 billion in industrial decarbonization investments have been announced in Louisiana, spanning electric vehicle supply chain manufacturing, clean hydrogen, and less emissions-intensive ammonia production. This signals a strong commitment from industry leaders to transition toward a low-carbon future.[36] The state's vibrant tourism and cultural sectors can support climate-focused initiatives through public engagement and investment, so that sustainability efforts benefit both communities and the economy.
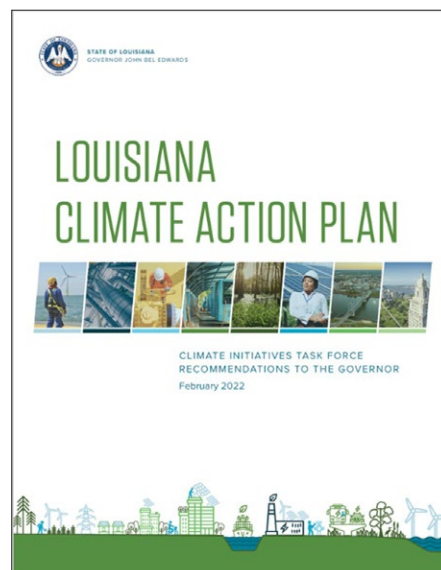
Figure 9: Louisiana Climate Action Plan 2022

Complete Street Upgrade in Louisiana, F. Edward Herbert Bike Lane (RPC Staff Photo)

Community Priorities

Through the development of the Plan, stakeholders and community feedback confirmed that there is a deep understanding of the environmental risks being exacerbated by climate change and there is support for mitigation and adaptation actions. Even so, more communication is required at all stages of interaction for and with the community. Through surveys, pop-up events, and focus groups, the community emphasized the importance of two-way communication—to listen, discuss project ideas before implementation, and use language that resonates with all residents. Many community members are skeptical of the type of large social and infrastructure changes that are necessary to drive climate action forward. Municipal and parish budgets are also already strained covering existing critical services and programs, despite community alignment on the need for climate action.
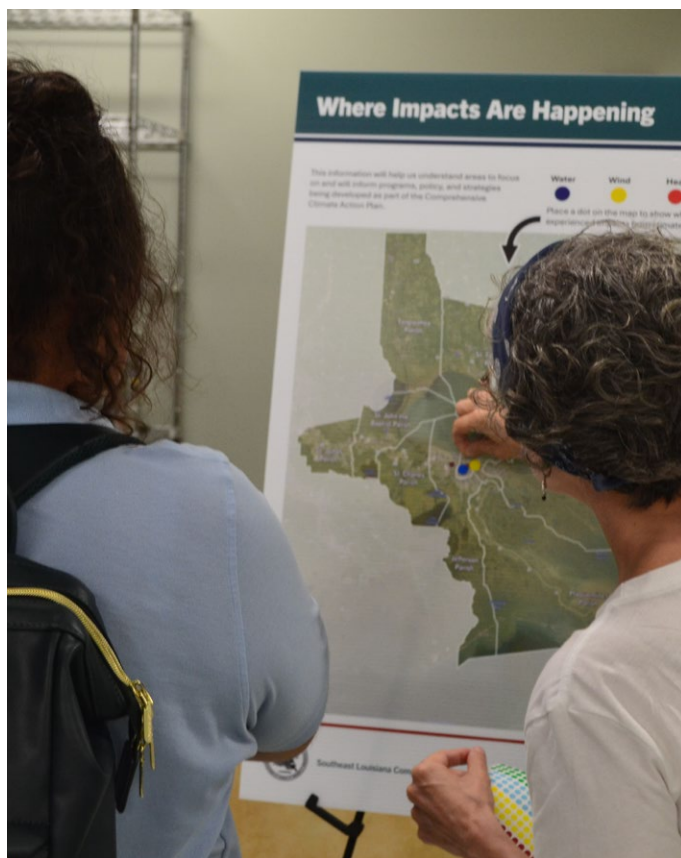
Community Event (Stantec Staff Photo)

Understanding & Incorporating Community Priorities

A public survey sent out as part of this planning process garnered 216 responses and helped reveal community priorities concerning climate action:

➤ Water-related hazards (flooding/storms) and heat are the biggest climate hazards

➤ Concerns are centered around costs to cover basic living and information/means to make homes more resilient to storms

➤ People want more information/communication

➤ Community members don't feel heard and are waiting to see real implementation instead of just project planning

➤ Communities want to see thoughtful (not over) development and more green space/trees

➤ Community members are concerned about industry pollution

Strengthening Partnerships, Advancing Actions

CHAPTER 3

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Strengthening Partnerships, Advancing Actions

Understanding regional planning priorities, investments, and partners helps to identify alignments in prioritized actions as well as areas where this planning effort can support gaps.

Although the RPC is the planning lead for this work, they do not have the authority to implement many of the actions. Tackling community and climate challenges requires a coordinated approach that leverages the strengths of government, business, non-profit and public institutions, and community members (see **Figure 10**). No single entity can address the scale and complexity of what is required to sustain the regional economy and improve the health of the environment and communities.

Figure 10: CPRG Southeastern Louisiana Partnerships
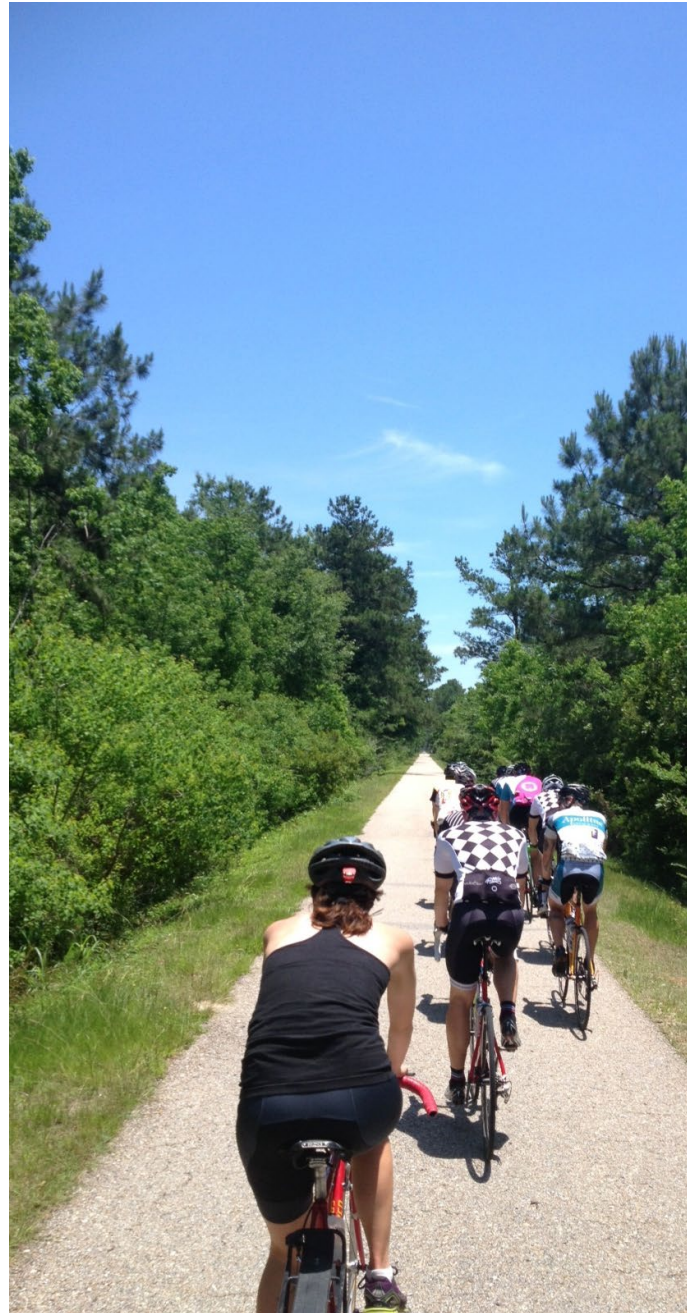
Tammany Trace Bike Trail in St. Tammany Parish, Louisiana (RPC Staff Photo)

Government

Government plays a critical role through asset ownership, policy development, and regulatory frameworks that guide public investment. The following plans were reviewed as part of the CCAP process for strategy alignment with regional priorities and current planning objectives:

➤ Louisiana Economic Development Comprehensive Statewide Strategic Plan (2025)

➤ Louisiana Statewide Transportation Plan (2025)

➤ State of Louisiana PCAP (2024)

➤ Louisiana's Comprehensive Master Plan for a Sustainable Coast (2023)

➤ Louisiana Climate Action Plan (2022)

➤ Net-Zero by 2050: A Priority List for Climate Action in New Orleans (2022)

➤ Regional Adaptation Strategy – LASAFE (2019)

Common goals from these plans that influenced the final selection of proposed climate action strategies include:

- Ease of doing business
- High wage employment
- Public safety
- Infrastructure maintenance
- Community development and enhancement
- Economic competitiveness
- Environmental sustainability
- Net-Zero state-wide emissions by 2050
- Land loss reduction
- Storm surge risk reduction
- Flood protection
- Preservation of coastal habitats for wildlife, recreation, and commercial activities
- Improve mobility throughout the region
- Diversify educational and employment opportunities

These plans are largely state-wide, and while it is understood that these overarching goals are still relevant for the nine-parish study area, it is also recognized that each of the nine parishes included in this planning process has varying land-use needs, demographic trends, and budgets that affect local context for action strategy formulation and implementation.

International-Matex Tank Terminals: Community Air Quality Monitors (2024)

In response to local concerns about air quality, **International-Matex Tank Terminals (IMTT)** partnered with the **Louisiana Environmental Action Network (LEAN)** to launch a community-driven air monitoring initiative in St. Rose. The project installs solar-powered AQMesh pods that continuously measure pollutants such as nitrogen oxides, volatile organic compounds, carbon monoxide, and particulate matter. Data from the monitors is published online for public access, ensuring transparency and empowering residents with real-time information. This effort began after the community's advisory panel raised concerns about odors following the removal of a temporary state monitoring station—demonstrating how **private industry can proactively address environmental concerns and build trust through collaboration and openness.**

Business & Industry

Business and industry play a substantial role in the economy, the environment, and the workforce. They can drive impact and innovation through research and investments by implementing waste heat capture technology and using low- and no-heat industrial processes, launching methane detection and monitoring programs, instituting low- and no-carbon hydrogen supply chains, and developing circular manufacturing processes that reduce their emissions. Business and industry partners support developing the future workforce through educational partnerships, summer scholars' programs, and investments in educator certification and skills training. With chemical manufacturing anticipated to experience a statewide increase of 21.7% for projected employment through 2032, investing now helps prepare for the future.[37]

Partner Spotlight

Louisiana Energy Users Group (LEUG)

Association of large industrial energy consumers advocating for reliable, cost-effective electricity and fair regulatory policies, engaging in discussions on grid modernization and energy market reforms.

Non-Profit & Public Institutions

Non-profit organizations, schools, and universities can be a critical bridge to engage communities, communicate with trust and equity, and implement flexible solutions that can be scaled. Strong local partners should be brought to the table as priority actions are implemented. Southeast Louisiana benefits from an active network of non-profits, community organizations, and higher education institutions, including more than a dozen colleges and universities, and among them several Historically Black Colleges and Universities (HBCUs). These partners have long been leaders in advancing environmental education, resilience planning, workforce training, and neighborhood-scale sustainability projects. Continued collaboration with these institutions can help translate regional climate goals into locally relevant actions and ensure that benefits are shared equitably across communities. See **Appendix E** for a full list of partnership opportunities.

Partner Spotlight

Deep South Center for Environmental Justice

The Deep South Center for Environmental Justice (DSCEJ is based in New Orleans and is a nationally recognized leader in environmental and climate justice. Through its "Communiversity" model, DSCEJ partners with frontline communities, researchers, and policymakers to address pollution burdens, climate risks, and inequitable infrastructure across the Gulf Coast. The organization provides community-driven research, workforce training, and policy advocacy—helping neighborhoods access funding, build resilience, and shape climate-action decisions that directly impact health, safety, and well-being.

Utilities & Service Providers

Utilities and service providers are essential partners in advancing regional resilience and decarbonization goals. Through investments in grid modernization, renewable energy integration, energy efficiency programs, and water infrastructure upgrades, they help communities adapt to evolving environmental and economic conditions. Collaborations with utilities also create opportunities to pilot innovative technologies and processes that improve system reliability and reduce GHG emissions. Continued partnership and coordination across jurisdictions will be key to ensuring equitable access to affordable, clean, and reliable energy and services for all community members.

Utility and Service Providers in Louisiana (Stantec Staff Photo)

Community Members

The health of the community is directly impacted by the circumstances in which people are born, develop, live, earn, and age. Of over 1.4 million people living within the project area, 17.2% live in poverty and 47.6% are minorities.[38] Community circumstances are directly impacted by policy, resources, housing, physical environment, and access to recreation.[39] Community members play a critical role in climate change mitigation through actions and advocacy. **Importantly, for Southeast Louisiana, the most disadvantaged community members are disproportionately impacted by climate hazards.**[40] Throughout this planning process, a strong and consistent call for transparency in communications—particularly around project developments and community impacts—has emerged as a foundational priority. Over 130 members of the public were engaged in-person as part of the CCAP planning process. See **Figure 11** for a snapshot of community feedback on the greatest impacts of climate hazards, **Appendix C** for a full engagement summary, and **Appendix F** for a full list of low-income and disadvantaged community census tracts.

Taking Climate Action Together

Together, partners can leverage each other's strengths and increase public trust through transparent and ongoing outreach and communication; expand partnerships for information sharing and cooperation; and align work around shared priorities such as neighborhood beautification, improving transportation corridors, and reducing the impacts of flooding. See **Appendix C** for more information on community engagement and stakeholder outreach carried out as part of the planning process.
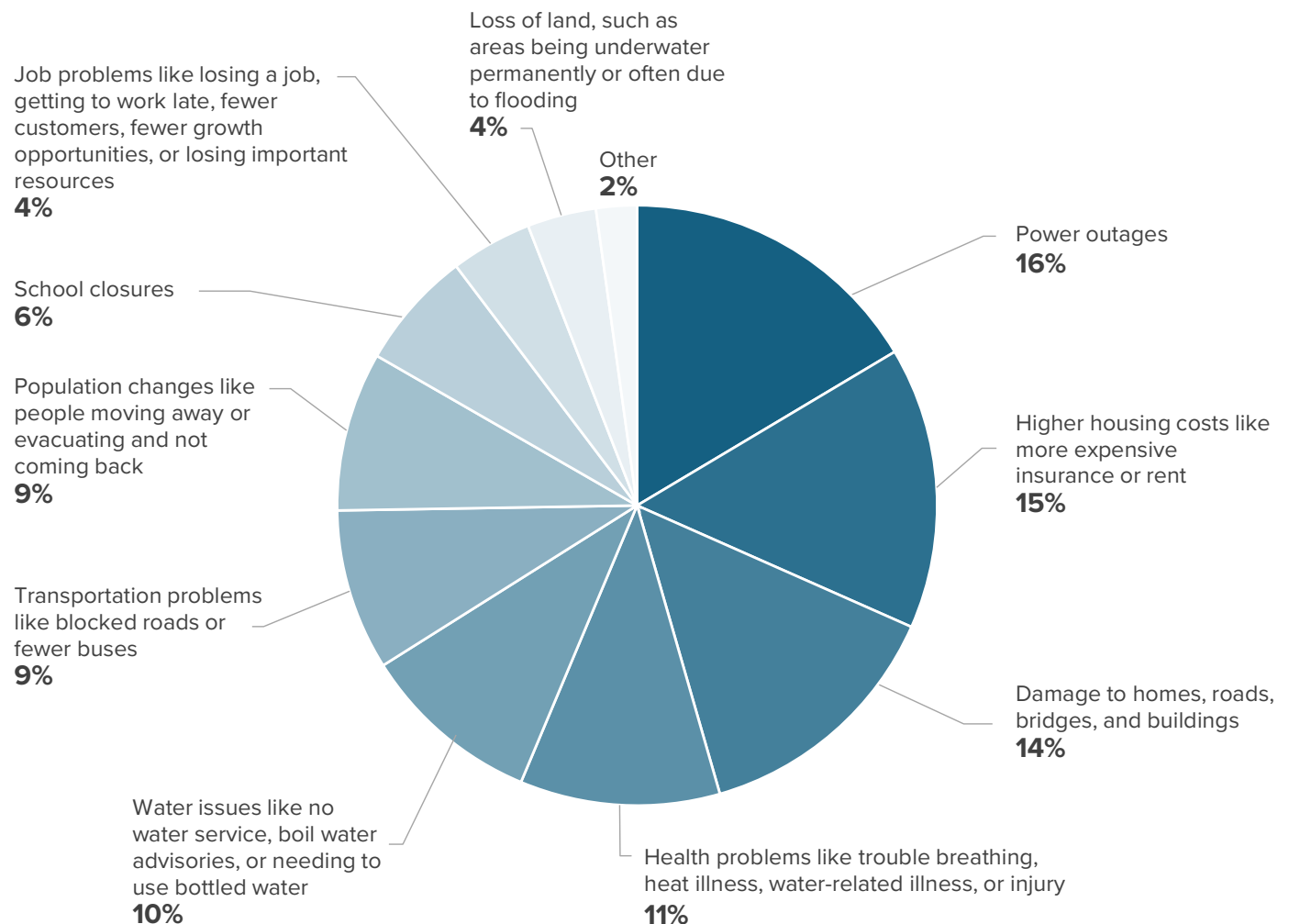
Figure 11: Community Survey Responses to the Question: How Have Hazards Like Extreme Heat, Drought, Heavier Rains and Flooding, or Extreme Storms Affected You or Your Neighbors?

Regional Climate Risks

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Regional Climate Risks

Conditions are changing in Southeast Louisiana at an unprecedented rate. The impacts of climate change are becoming more frequent and intense and are resulting in more expansive, severe, and deadly natural disasters. Between 1980 and 2021, Louisiana had the second highest cumulative damages in the country from billion-dollar disasters, resulting in approximately $290 billion in damage.[41] Louisiana also has the highest cost per capita of extreme weather events: over $20 billion per million residents between 2020 and 2024 (see **Figure 12**). The frequency and severity of events results in continual rebuilding in the community and a constant state of ongoing recovery from these hazards, which strains infrastructure and resources.

Extreme Weather Events
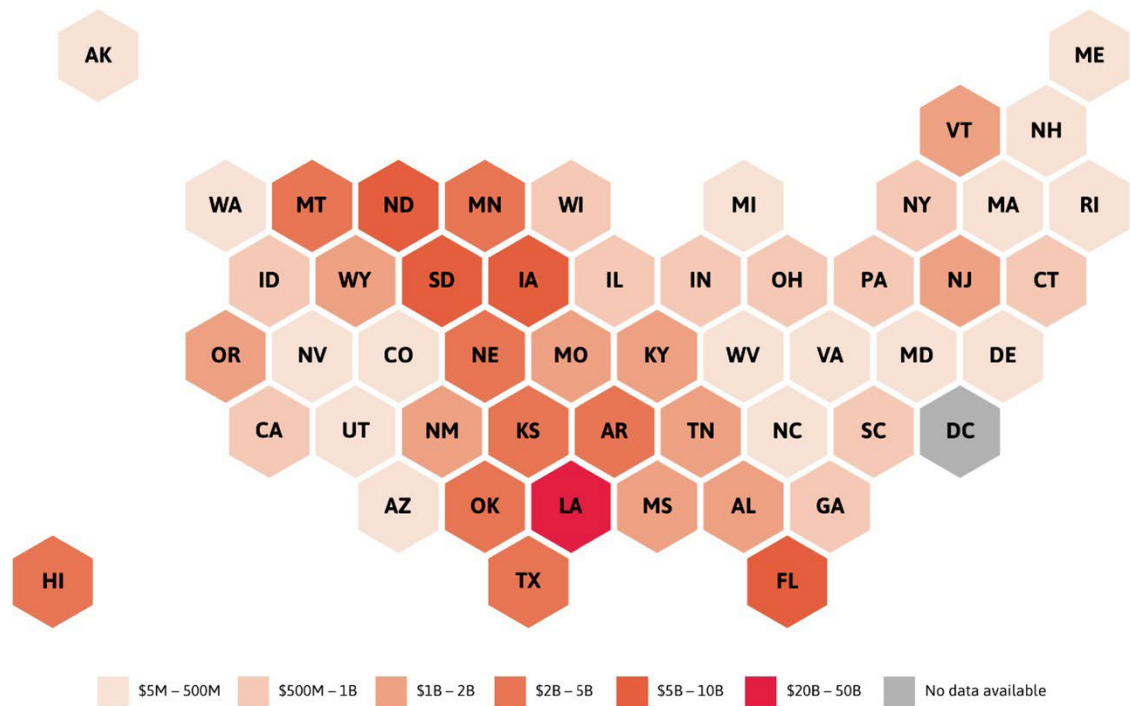
Figure 12: Billion-Dollar Weather and Climate Disaster Events - Cost per Million Residents (2020-2024)[42]

Extreme Weather Events

Extreme weather events are characterized by high intensity, frequency, or duration in comparison to conventional weather patterns, and often lead to disruptions in natural and human-made systems that provide critical community services, such as transportation, energy, and communication. Examples include **hurricanes and tropical storms, flooding, extreme heat, and prolonged drought.** Climate change has already increased the frequency and severity of these extreme weather events.[43]

Southeast Louisiana is no stranger to severe weather, but the threat is increasing. In 2020, there were five named storms and three major hurricanes to pass through the region.[44] In 2021, there were three named storms and one major hurricane.[45] In 2023, a prolonged statewide drought accompanied by extreme heat led to the declaration of a state of emergency.[46, 47] The high temperatures and drought led to wildfires in marshes and a saltwater intrusion event that affected the availability of clean water in several Plaquemines Parish communities and threatened water systems in multiple other parishes.[48, 49]

The most harmful climate impacts for Southeast Louisiana include heat-related illness and death, damages to property from flooding and severe storms, strain on water systems that threatens the availability of safe drinking water, and degraded air quality from wildfires.[50]

Some communities are disproportionally affected by severe weather events because they consist of more flood-prone property locations and aging infrastructure that is more susceptible to impacts like power outages, water issues, and structural damage.[51] These communities are also burdened by a lack of resources or available aid during and after extreme weather events.[52]

Infrastructure Struggles During Wet Weather (Stantec Staff Photo)

Hurricanes & Tropical Storms

Tropical cyclones, including hurricanes and tropical storms, are among the most significant and recurring threats to Southeast Louisiana. The region's low-lying geography, proximity to the Gulf of America, and extensive coastal exposure make it highly vulnerable to storm surge, high winds, and heavy rainfall. These events often result in widespread flooding, infrastructure damage, power outages, and can result in the loss of life.

The urbanized landscape of New Orleans, combined with aging infrastructure, land subsidence, and reliance on levee systems, increases the severity of hurricane impacts. Vulnerable populations, particularly low-income residents, renters, and those without access to transportation, face greater risks during evacuation and recovery. Hurricane Katrina in 2005 remains the most devastating example, causing over 1,800 deaths and billions of dollars in damages, with long-term consequences for housing, health, and economic stability.[53]

Hurricanes and tropical cyclones are becoming more intense as the climate warms. The proportion of Category 4 and 5 storms has increased in the last few decades and is projected to rise further due to warming ocean temperatures. Storms are producing more rainfall because warmer air holds more moisture and rising sea levels are amplifying storm surge impacts. Additionally, hurricanes are intensifying more rapidly and moving more slowly, increasing the risk of prolonged wind and flood damage. While the total number of storms may not increase, the intensity and disruptive forces of the ones that do occur are expected to rise.[54]

St. Bernard Parish Impacted by Storm (Adobe Stock Photo)
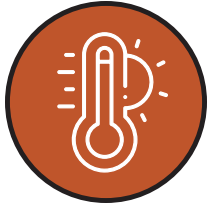
Extreme Heat & Urban Heat Islands

One of the most direct impacts of climate change is the rising frequency and duration of extreme heat events. In urban areas like the New Orleans, radiative heating from built structures and impervious groundcover leads to the urban heat island effect, where temperatures in urban spaces can be up to 14 °F hotter than surrounding rural areas.[55] Prolonged heat waves can lead to heat exhaustion, heat stroke, heat-related illnesses, and even death.[56] Extreme heat is particularly dangerous when temperatures stay elevated overnight, and people and animals do not have a chance to cool down. In low-income and disadvantaged communities, these impacts can be exacerbated by limited tree coverage and an already stressed urban environment, leading to more heat-related illnesses and deaths among socially vulnerable groups.[57]

The best federal estimates for climate trends regarding extreme heat are shown in **Table 1** as the average taken over all nine parishes represented by the RPC climate action planning area. Across all fields, temperatures are increasing and staying higher longer. Of note, the number of days when the maximum temperature rises above 100 °F is expected to increase from a historical average of zero to 31 by the end of the century, under a higher emissions scenario.[58]

Table 1: Southeast Louisiana Climate Trends - Extreme Heat [59]

INDICATOR	Modeled History (1976-2005)	Late Century (2070-2099) *Lower Emissions Scenario*	Late Century (2070-2099) *Higher Emissions Scenario*
Temperature Thresholds			
Annual Days with Max Temp >90° F	68	126	156
Annual Days with Max Temp >95° F	10	54	98
Annual Days with Max Temp >100° F	0	7	31
Annual Days with Max Temp >105° F	0	0	4
Annual Temperature			
Annual Single Highest Max Temp (° F)	97° F	102° F	105° F
Annual Highest Max Temp (5-day Average) (° F)	95° F	99° F	102° F
Cooling Degree Days (CDD)	2763	3709	4503

Impervious Groundcover and Lack of Tree Cover (Stantec Staff Photo)

Flooding

Flooding can occur in several different ways: riverine flooding where excess rain causes rivers and streams to overflow from their banks, surface flooding where heavy rainfall overwhelms urban drainage and conveyance systems, and storm surges where tropical storms or hurricanes push ocean water up and over levees and into communities. **Climate change is expected to increase the frequency and severity of large storm events and increase the probability of flooding.**[60]

As seen in **Table 2**, the number of days that exceed 99th percentile precipitation events is expected to increase over time; overall annual precipitation is projected to slightly decline, but more intense rainfall events will occur.[61] See **Figure 13** for an illustration of current 100- and 500-year flood depths for coastal Louisiana.

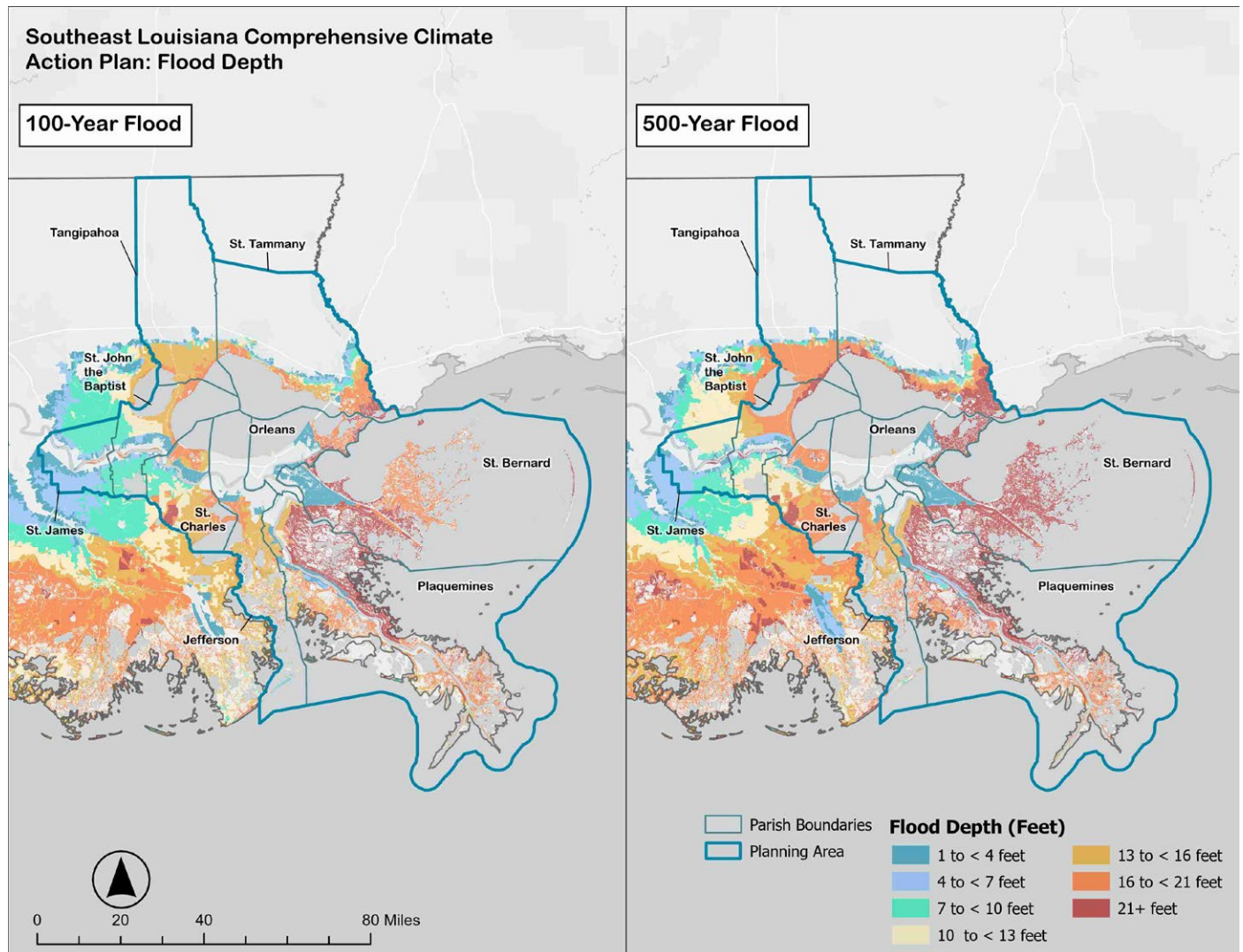*Localized Flooding (Stantec Staff Photo)*

Figure 13: 100-Year and 500-Year Flood Depths - based on the Louisiana Coastal Protection and Restoration Authority

Drought

Somewhat paradoxically, the rise of large storm events is coupled with extended periods of dryness. Steady and frequent rain events of conventional size are being replaced by more severe storms that occur farther apart.[62] In **Table 2**, this is represented by decreasing days with precipitation, increasing days with no precipitation, and more days exceeding 99th percentile precipitation events. Stretches of wet days are getting shorter, and stretches of dry days are getting longer. Drought can lead to saltwater intrusion and wildfires in Southeast Louisiana.

Drought can impact food production, water quality, utility costs, and public health.[63] Dry conditions can affect air quality by promoting dust storms and wildfires, which increases risk of pulmonary and cardiovascular disease. Lower water levels can mean drought surcharges on utilities that burden already disadvantaged communities. Lower water levels also mean fewer opportunities for water recreation and escape from extreme heat.

Table 2: Southeast Louisiana Climate Trends - Precipitation [64]

INDICATOR	Modeled History (1976-2005)	Late Century (2070-2099) *Lower Emissions Scenario*	Late Century (2070-2099) *Higher Emissions Scenario*
Precipitation			
Average Annual Total Precipitation (inches)	63	64	61
Days per Year with Precipitation	182	177	171
Days per Year without Precipitation	183	189	194
Maximum Number of Consecutive Wet Days	18	17	17
Maximum Number of Consecutive Dry Days	16	16	17
Annual Days with Precipitation >1in	14	15	14
Annual Days with Precipitation >2in	3	3	3
Annual Days with Precipitation >3in	1	1	1
Annual Days that Exceed 99th Percentile Precipitation	9	11	11

Public Health Concerns

As weather becomes hotter, floods become stronger and more frequent, and storms get more severe, the impacts do not affect infrastructure alone. Public health is also affected by these changes. Higher temperatures mean greater risk for heat-related illnesses like heat stroke, and could also mean increased frequency of certain vector-borne diseases like West Nile Virus.[65] Floods can carry putrid water, waste, and chemicals through communities and leave behind contaminated soil and mold in buildings. Emissions from petrochemical plants can increase rates of respiratory illness in surrounding communities. This Plan represents a proactive and collective effort to safeguard public health in the face of historic changes happening in the environment and economy.

Understanding the Drivers for Change

CHAPTER 5

Understanding the Drivers for Change

This planning process was guided by data and supplemented by partner feedback. The action strategies presented in this report respond directly to measurable regional drivers—rising emissions, projected climate impacts, and critical infrastructure needs. They also address gaps in local capacity that call for coordinated regional action, reduce risks to vulnerable assets, and unlock a range of economic and environmental co-benefits.

Emissions Inventory

Greenhouse gas (GHG) emissions are the drivers of climate change, and their breakdown by sector supports strategy alignments that reduce emissions. The RPC completed a GHG inventory for the PCAP with 2019 as the base year. That inventory has been updated with more regionally specific data, and extended through the year 2023. This 2023 inventory summary is shown in **Figure 14**. A full methodology overview for the GHG inventory is provided in **Appendix A**.

The inventory tells us that the three main sectors driving regional emissions are industry, transportation, and buildings. Data shows that industrial emissions are disproportionately high in Louisiana when compared to a national average of closer to 30%.[66] Due to this phenomenon, the industrial sector was given special attention during the planning process. Action strategy recommendations have been clustered into these emissions sectors for organizational purposes

2023 GHG Emissions for Southeast Louisiana

On-Road Transportation **12.2%**
Commercial / Institutional Buildings **8.9%**
Residential Buildings **5.2%**
Aviation **3.1%**
Waterborne Navigation **2.6%**
Other **2.4%**
Industrial Emissions **65.6%**

Off-Road Transportation **0.8%**
Wastewater **0.2%**
Railways **0.1%**
Fugitive Emissions **0.1%**
Emissions From Land **0.1%**
Solid Waste **1.2%**
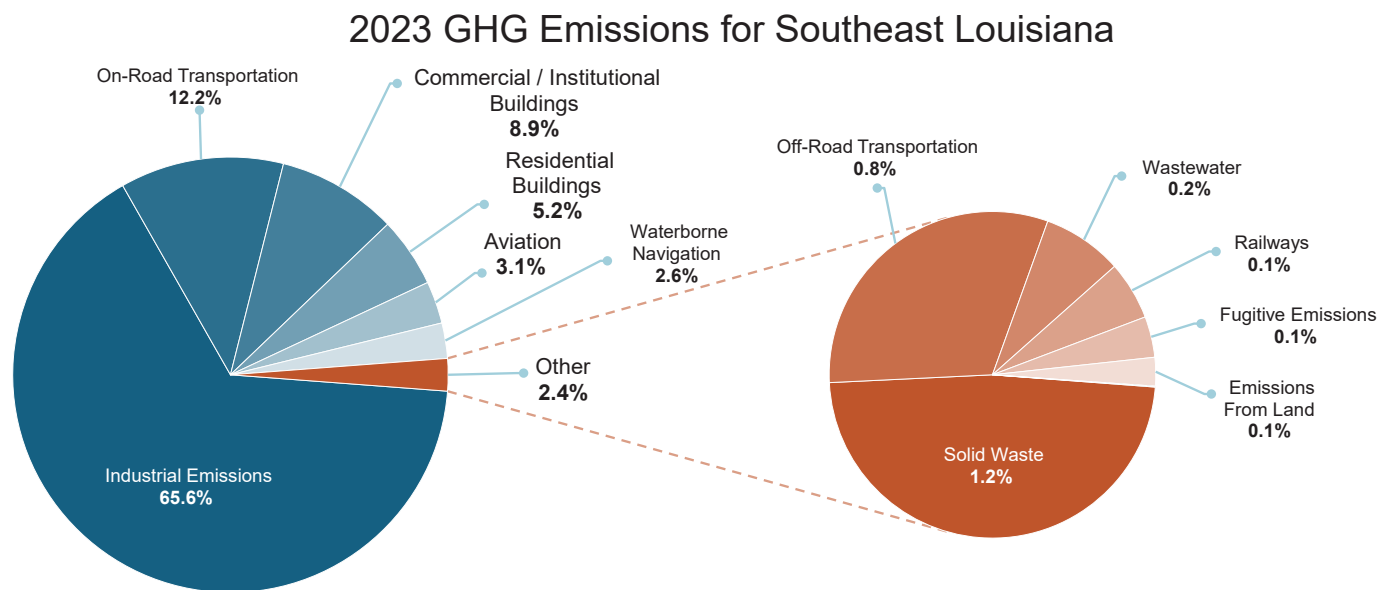
Figure 14: Southeast Louisiana 2023 GHG Inventory

Potential Future Scenarios

After complete GHG inventories were prepared for 2019 through 2023, these results were extrapolated into the future using expected economic, demographic, and energy trends. **Figure 15** shows this forecast through the year 2050 under five different scenarios: reference case, high economic growth, low economic growth, high zero-carbon technology cost, and low zero-carbon technology cost. These scenarios are as follows:

1. **Reference Case:** Represents a business-as-usual trajectory, incorporating current laws and regulations as of the start of 2024, and assumes no significant new policy interventions.

2. **High Economic Growth:** Assumes faster-than-expected growth in population, productivity, and GDP, leading to increased energy consumption and emissions.

3. **Low Economic Growth:** Assumes slower economic expansion, resulting in lower energy demand and emissions.

4. **High Zero-Carbon Technology Cost:** Assumes higher costs for zero-carbon technologies such as wind, solar, and battery storage, potentially slowing their adoption and increasing reliance on fossil fuels.

5. **Low Zero-Carbon Technology Cost:** Assumes lower costs for zero-carbon technologies, accelerating their deployment and reducing overall emissions.

These economic variations help show a range of possible outcomes given certain probable assumptions. A full explanation of forecasting methodology is included in **Appendix A**. Essentially, lower economic growth and lower costs of zero-carbon technology adoption mean lower emissions, and vice versa. GHG forecasts provide a glimpse into likely future scenarios, allowing planners to take informed, proactive steps today to reduce emissions.
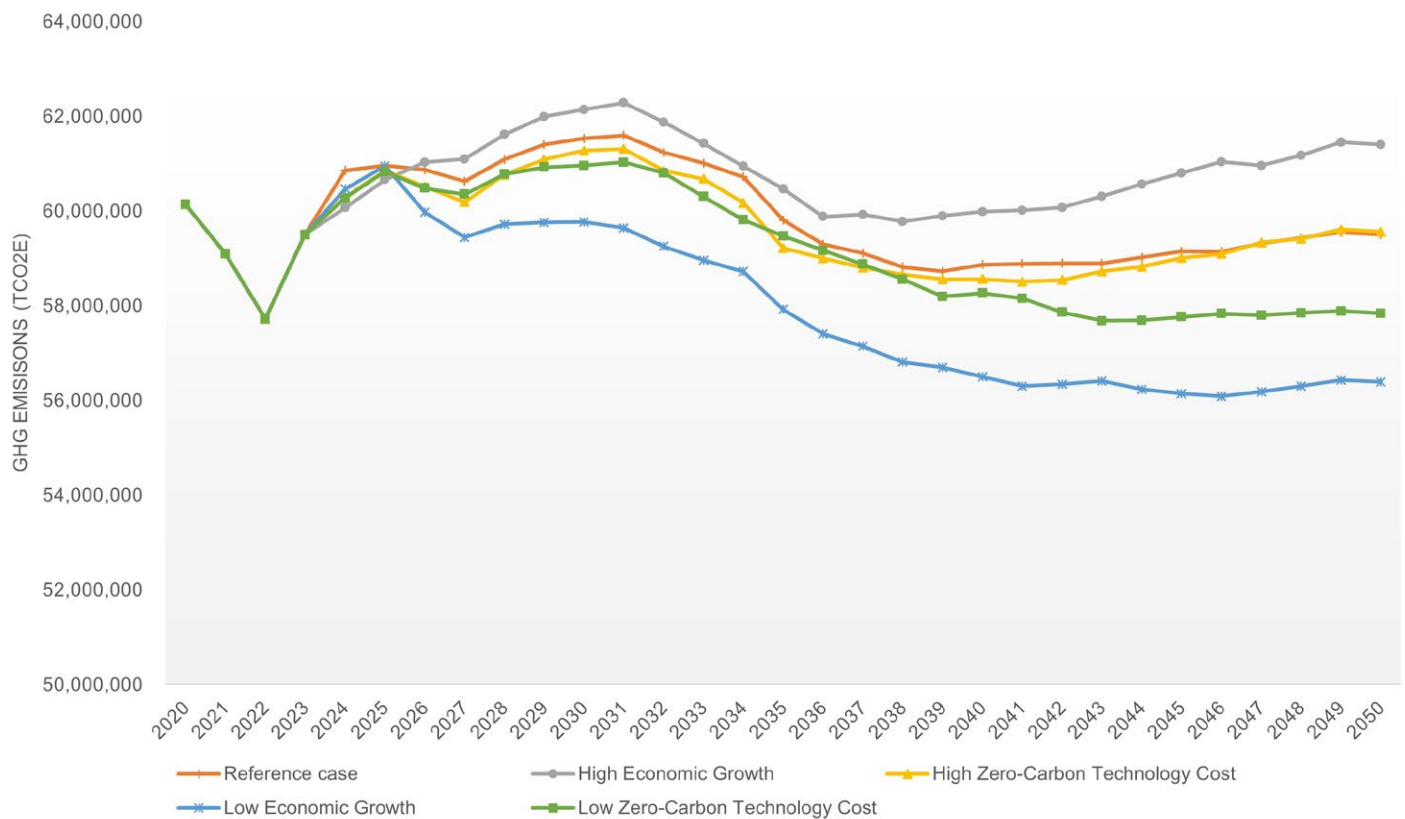
Figure 15: GHG Forecast (Industry Included)

Industrial emissions in Louisiana are very inelastic, which means that they are harder to reduce than emissions from other sectors. This is because many large-scale industrial processes rely on certain chemical reactions or need large amounts of heat to be effective. Lower-carbon replacement technologies are not yet as available for these advanced processes as they are for other sectors. For example, in the transportation sector, EVs and CNG-powered fleets have potential to drastically cut emissions. **Figure 16** shows that emissions are much more flexible and likely to decrease when industrial emissions are not considered. Industry is the largest source of emissions in Southeast Louisiana, making it a critical sector to address for meaningful progress. While modeling scenarios without industrial emissions shows that significant reductions are possible through other sectors, achieving the region's long-term goals ultimately depends on progress within industry as well. Because of this, special attention was given to industrial emissions when developing final action strategies.
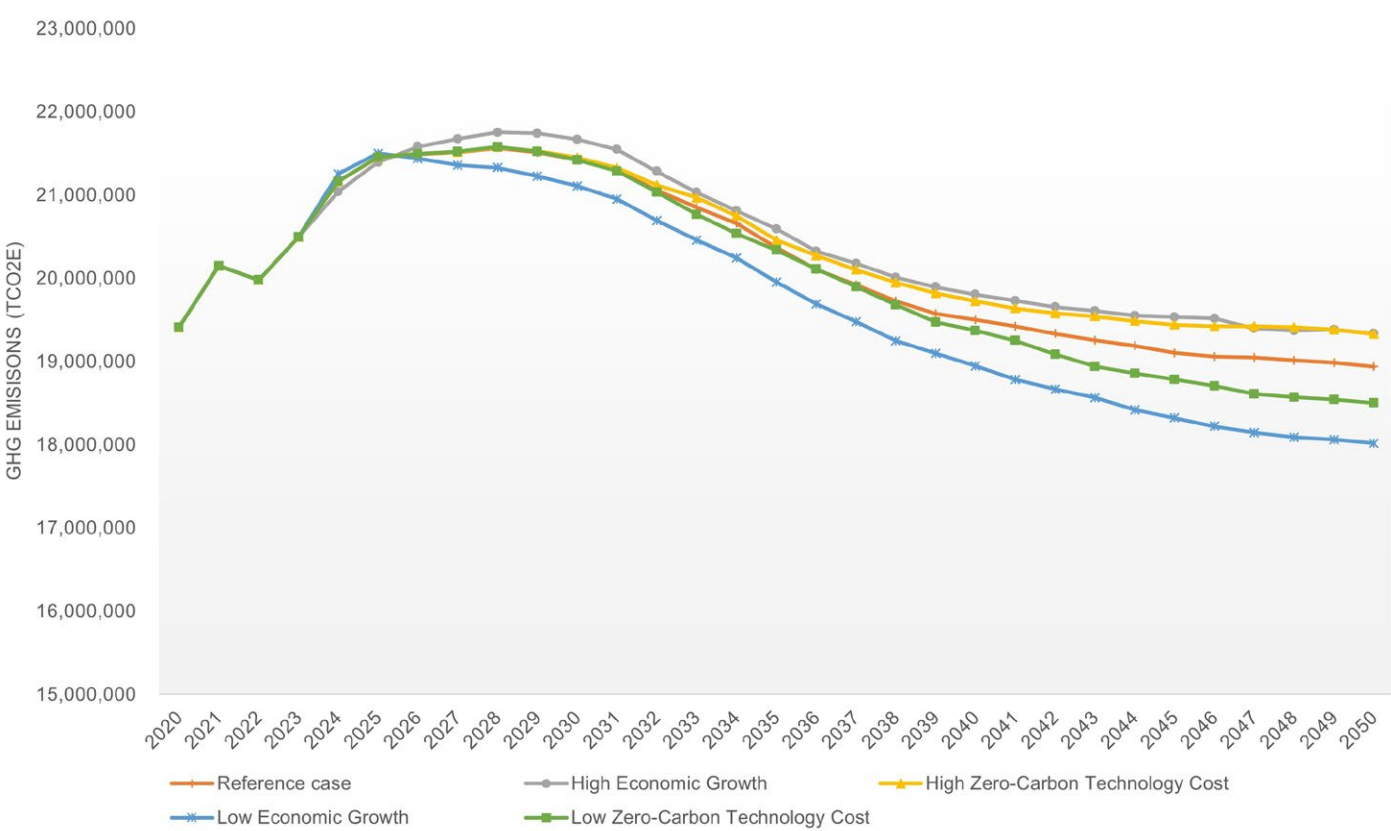
Figure 16: GHG Forecast (Industry Excluded)

GHG Reduction Targets (2030 & 2050)

Setting greenhouse gas reduction targets is essential for guiding climate action, ensuring accountability, and aligning with federal requirements. The 2030 and 2050 timeframes used in this Plan are consistent with EPA guidance and reflect broader national- and state-level climate goals.

Recognizing that regional GHG contributions are rolled into statewide inventories, this Plan has referenced the targets outlined in the **State of Louisiana's 2022 Climate Action Plan** and the **2024 Priority Climate Action Plan** (PCAP), both of which call for net-zero emissions by 2050.

The State of Louisiana's 2022 Climate Action Plan also established the following interim statewide GHG reduction targets:

- **26 - 28% reduction from 2005 levels by 2025**
- **40 - 50% reduction from 2005 levels by 2030**

Recently, much of the funding for renewable energy and climate action has been paused or rescinded. As such, the original emissions reduction goals are no longer feasible.

Updated projections for the emissions reduction measures outlined in this Plan indicate that more attainable targets for Southeast Louisiana are as follows:

Practical GHG Reduction Targets

- **7% reduction from 2019 levels by 2030**
- **12% reduction from 2019 levels by 2050**

Given the region's limited implementation authority and the current gaps in federal funding for climate initiatives, these targets strike a balance between ambition and practicality, setting a course for measurable progress while remaining achievable under existing constraints.

Recognizing that priorities at the state and federal levels may shift in the coming years, this Plan also identifies a set of "stretch goals." These represent higher reduction percentages that can only be achieved through strong leadership and coordinated action from state agencies, industrial partners, and the federal government.

Stretch GHG Reduction Targets

- **15% reduction from 2019 levels by 2030**
- **50% reduction from 2019 levels by 2050**

Achieving these stretch goals will require significant voluntary "inside-the-fence" efforts from industrial facilities, such as major efficiency retrofits, adoption of alternative fuels, waste heat recovery, and methane flaring reduction. At the state and federal levels, success will depend on the development of robust policies and incentives that drive widespread emissions reductions.

Oak Grove (RPC Staff Photo)

Designing for the Future – Expected Climate Impacts

Infrastructure systems are constantly in need of repair, replacement, and maintenance in addition to needing to accommodate changes in population and land use. Roads are regraded, storm culverts are replaced, and water mains are resized. When anticipating expected climate impacts, a substantial component is understanding how to adjust investment priorities and align infrastructure maintenance operations so that limited budgets are well spent, while integrating design considerations for future conditions.

Designing for the future in the context of climate change involves three key strategies:

1. **Mitigation:** Reducing or stopping the effects of climate change by reducing emissions.

2. **Adaptation:** Proactively reducing risk by anticipating future conditions.

3. **Emergency Management:** Adjusting emergency operations to accommodate threats from natural disasters.
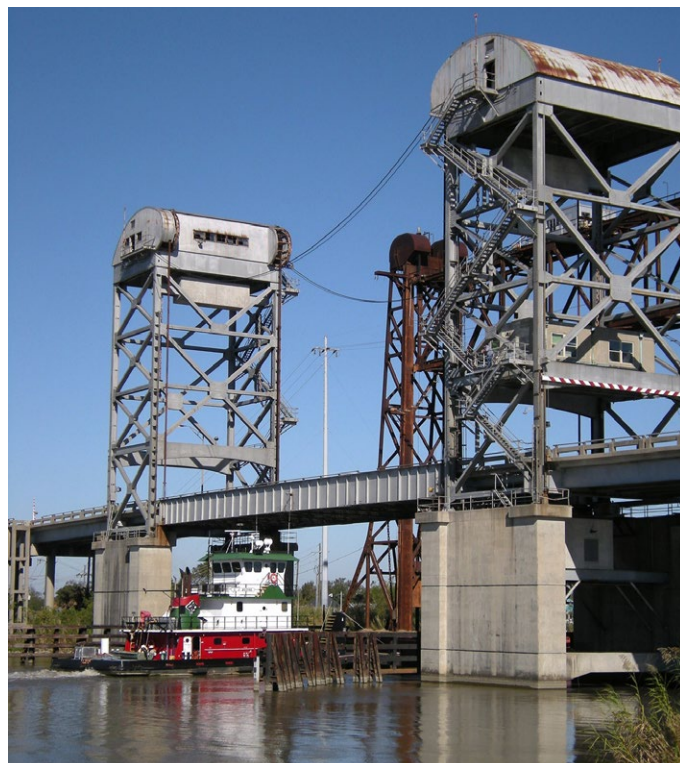
Lift Bridge in Plaquemines Parish (RPC Staff Photo)

Filling Gaps in Local Capacity

Municipalities and parishes are already performing the essential services to support infrastructure maintenance, repair, replacement, and shoreline preservation efforts, often with limited staff capacity and resources. **This Plan is designed to complement and support, not duplicate, those efforts**. A regional approach identifies and fills gaps, coordinates and aligns policies, and strengthens communication around shared climate action priorities.

Working together at the regional scale also positions participating communities to compete more effectively for funding, enabling the pursuit of larger, more impactful projects that deliver long-term benefits across jurisdictions.

Shoreline Preservation and Mixed Use Path Near Crescent City Connection Bridge (RPC Staff Photo)

Priority Actions

To better understand how action strategies intersect and reinforce one another, six categories were identified that align with both major GHG emissions sectors and key areas for climate opportunity.

TRANSPORTATION & LAND USE

BUILDINGS & ENERGY

NATURAL SYSTEMS & WATER

WASTE & MATERIALS

COMMUNITY WELL-BEING & EMERGENCY MANAGEMENT

INDUSTRY

Within these categories, a total of 23 actions were identified. These actions are representative of community priorities, in alignment with national and regional best practices for climate action and integrate ongoing efforts. This collection of actions is by no means comprehensive. Ongoing partnerships with state and other local climate action coalitions will continue.

Many of the actions presented here are limited by the inherent authorities of a regional planning commission, but all have the potential to be implemented with true impact if the right collaborations are pursued, energy for change stays high, and funding is continued for various state and federal programs that have the ability to support these initiatives.

Climate action in Southeast Louisiana will be about building capacity, trust, and opportunity — not just reducing emissions.

Across six workshops and focus groups, participants overwhelmingly prioritized actions that are implementable, collaborative, and tied to visible community benefits, rather than abstract or purely technical measures. The most highly ranked actions tended to:

▶ Build regional coordination and capacity

- Participants consistently supported actions that standardize tools, templates, and data across parishes (e.g., shared permitting guides, regional maps, and model policies).
- There is a clear appetite for the RPC to serve as a regional convener and technical hub, helping municipalities pool resources and apply for joint funding.

▶ Center equity, workforce, and affordability

- Actions that link clean energy or infrastructure upgrades with job training, apprenticeships, and affordability were popular.
- Participants emphasized inclusive access— ensuring disadvantaged or rural parishes can benefit from funding and technical support.

▶ Advance clean and resilient infrastructure

- Stakeholders supported actions that modernize energy systems, improve building efficiency, and expand EV and transit infrastructure, especially when paired with practical guidance or grant assistance.
- Investments in resilience hubs, cooling centers, and backup power systems were viewed as essential, not optional.

▶ Strengthen natural and cultural resilience

- Tree canopy expansion, living shorelines, and blue-green infrastructure integration were highly rated for nature-based strategies. Projects should include resilience to extreme weather and preserve Louisiana's cultural identity to water and land.
- There was also recognition that environmental restoration and aesthetics can be unifying, bipartisan goals

▶ Connect innovation and local economies

- People want to see economic diversification through circular economy pilots, waste reduction, and clean-tech cluster development.
- Partnerships with local universities and technical colleges (e.g., UNO, Delgado, Nunez) were seen as important bridges between education, technology, and workforce readiness.

Stakeholders in Southeast Louisiana are prioritizing coordinated, equitable, and community-centered actions—efforts that link climate mitigation and adaptation with workforce development, public trust, and cultural continuity. People want to see real-world outcomes: cleaner neighborhoods, fairer energy systems, and stronger collaboration between parishes, industry, and the public. Each priority action is designed to either directly reduce greenhouse gas emissions or enable and support those reductions.

GHG Reduction Actions lead to measurable emissions cuts through changes in infrastructure, technology, behavior, or policy.

Supporting Actions build the systems, capacity, and coordination needed to scale and sustain climate solutions, even if they do not directly reduce emissions.

Stakeholder Workshops (Stantec Staff Photo)

Assumptions & Limitations

The actions presented in this Plan represent a reasonable approach for achieving regional climate goals with the information and capacity available today. Where specific quantities or calculations are referenced, additional details can be found in **Appendix G**. It is important to note that the RPC has limited authority to directly implement many of these measures; successful progress will depend on the collaboration and commitment of local governments, industry partners, and community organizers.

Implementation of the actions cannot occur all at once and will be guided by available funding, staffing capacity, and partnership opportunities. The first and most essential step for many of these initiatives is convening the right partners to coordinate efforts and align priorities. The 2026-2030 period should be viewed as a time to organize, build systems and processes, and establish a strong foundation for long-term implementation. As conditions, resources, and technologies evolve, this document is intended to be revisited and updated every six years to reflect new information and opportunities.

TRANSPORTATION & LAND USE

Transportation and land-use changes together generate a total of 18.9% of Southeast Louisiana's greenhouse gas emissions. This category includes infrastructure that is part of the regional transportation network—connecting people, goods, and places via road, air, and waterway.

➤ **Emissions from transportation and land-use are generated from:**

- On-road vehicles (e.g., emissions from semi-trucks)
- Off-road vehicles (e.g., forklifts and construction equipment)
- Water, air, and rail travel (e.g., passenger planes)
- Development of new business or residential districts and associated transportation infrastructure that alter historical land-use

Transportation emissions can be reduced by switching to alternative fuels like CNG, electrifying off-road equipment, and engaging in behavior changes that reduce trips. Transportation emissions can be further reduced with proactive land-use planning, strategic colocation of utilities, and infrastructure to support the use of alternative fuels.

Current sector emissions and predicted emissions reductions from proposed actions are shown below:

➤ **Sector total emissions baseline (2019): 10,806,641 metric tons CO_2e**

- Sector reductions in 2030: 88,852 metric tons CO_2e
- Sector reductions in 2050: 993,346 metric tons CO_2e

St Bernard Port Bike Lane (RPC Staff Photo)

PRIORITY ACTIONS

TRANSPORTATION & LAND USE

ACTION TYPE   **GHG Reduction**
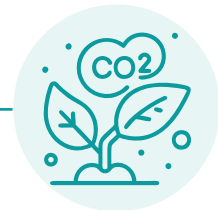
ACTION 1
Implement 15 Miles of Urban Bus Rapid Transit (BRT) by 2035 and Expand Intercity Transit by 2050

ACTION 2
Transition 6,000 Fleet Vehicles to Alternative Fuel Vehicles by 2030

ACTION 3
Reduce Vehicle Miles Traveled 20% Through Transit-Oriented Development by 2050

ACTION 4
Reduce Fuel Use at Ports and in Fleets by 15% Through Clean Transitions and Planning Tools

ACTION TYPE   **Supporting**

ACTION 5
Identify Priority Areas for Complete Streets Investments to Support Mode Shift and Emissions Reduction

ACTION 6
Coordinate and Standardize Weatherized Transit Shelter Design

ACTION 7
Enhance Transit Service and Accessibility to Increase Ridership

ACTION 8
Publish a Regional Brownfield Reuse Guide to Encourage the Reuse of Vacant and Underutilized Properties for Climate Mitigation and Adaptation Purposes

1 IMPLEMENT 15 MILES OF URBAN BRT BY 2035 AND EXPAND INTERCITY TRANSIT BY 2050

This action will enhance mobility and reduce vehicle emissions across Southeast Louisiana by leveraging the RPC's existing transportation planning processes to implement 15 miles of Bus Rapid Transit (BRT) service by 2035 and expand intercity transit connections by 2050. BRT can provide rapid transit across the region, linking workers to major employment centers and dramatically reducing public transit travel times. Intercity transit such as a rail connection between New Orleans and Baton Rouge with stops throughout the region would provide an alternative to the congested I-10 corridor and could have ancillary economic development benefits in communities that host rail stations. The recently introduced Amtrak Mardi Gras line between New Orleans and Mobile, Alabama can serve as a model and may be leveraged to encourage further investment in intercity transit.

The goal is to improve transportation efficiency, reduce vehicle miles traveled, and promote equitable access through high-quality, dedicated-lane transit service. The goal of implementing 15 miles of BRT is derived from assumptions of feasibility based on local studies, national averages, and implementation experience from peer cities; see **Appendix G** for more detail. The initiative supports regional climate and transportation goals by lowering GHG emissions, improving travel reliability, and reducing fuel consumption. BRT and intercity transit investments can strengthen corridor connectivity, support transit-oriented development, and create a more resilient and inclusive transportation system. Implementation of this action will require coordination between transit providers, local governments, and the Louisiana Department of Transportation and Development (DOTD). It will also likely require corridor assessment, data analysis, modeling, and integration into regional programs such as the Metropolitan Transportation Plan and the Congestion Management Process. Following publication of the CCAP, the RPC may use remaining CPRG planning funds, or other funding as available and appropriate, to engage and coordinate entities responsible for required implementation actions.

Authority to Implement

The RTA and local governments, in partnership with DOTD, would be responsible for BRT implementation through transit planning, design, and capital programming processes. Intercity rail implementation would require coordination among private railroads, local governments, DOTD, Amtrak, and other federal partners. To the extent practicable, the RPC may coordinate regional efforts, provide technical and modeling support, and assist with federal and state funding applications to ensure measurable progress toward emission reduction and mobility goals.

Estimated Cost

The estimated cost for implementing 15 miles of urban BRT and expanding intercity transit is between $220 million and $300 million. This estimate reflects a range of $14–$20 million per mile, consistent with national averages for median-running BRT projects, including right-of-way acquisition, stations, dedicated lanes, signal priority, and supporting design and engineering.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	26,358	110,762	2,402,780
Total Fuel Saved (Mega Gallons)	2.96	16.2	356.9
NO_x Reduction (Metric Tons)	29	116	2,568
$PM_{2.5}$ Reduction (Metric Tons)	1	5	118
CO Reduction (Metric Tons)	290	1,157	25,544
Potential Cost Savings	$9,650,628	$52,601,351	$1,161,792,372

IMPLEMENT 15 MILES OF URBAN BRT BY 2035 AND EXPAND INTERCITY TRANSIT BY 2050

Implementation Steps

Implementation can begin in 2026 by convening regional partners to guide corridor selection and assessment in alignment with local and regional plans. Between 2027 and 2029, the RPC can lead the development of tools for local jurisdictions and transit agencies to prepare competitive federal funding applications for BRT and intercity transit projects, while advancing conceptual and preliminary engineering for priority corridors and incorporating multimodal integration and transit-oriented development opportunities. Between 2029 and 2031, the RPC can coordinate with state and federal agencies to secure environmental clearance and capital investment funding. By 2035, the initial 15 miles of urban BRT can be implemented, and phased expansion of intercity connections through 2050 can be planned. System performance and emissions reduction will be assessed through the RPC's regional performance monitoring framework.

New Orleans Intercity Transportation (Stantec Staff Photo)

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Complete corridor feasibility and prioritization studies	2026
Secure federal and state funding commitments	2027–2029
Finalize design and environmental clearance	2029–2031
Begin construction of urban BRT corridors	2032–2035
Launch service and conduct performance evaluation	2035–2036
Develop and expand intercity transit network	2036–2050

Tracking Progress

Progress will be tracked based on:

➤ Completion of 15 miles of BRT service by 2035 and additional intercity corridors by 2050

➤ Reduction in VMT and GHG emissions from increased mode shift to transit

➤ Increased transit ridership and equitable access to high-frequency service

➤ Enhanced corridor travel reliability and reduced congestion in key urban areas

➤ Documented economic benefits, including travel cost savings and improved accessibility

LEVERAGING RECENT BRT FEASIBILITY STUDIES FOR REGIONAL TRANSIT DEVELOPMENT

New Orleans Regional Transit Authority (RTA) BRT Feasibility Study

The RTA has completed a comprehensive feasibility study for a proposed Bus Rapid Transit (BRT) corridor connecting New Orleans East and the West Bank neighborhoods to the Central Business District (CBD). This study outlines the potential route, estimated costs, and anticipated benefits, including reduced travel times and improved access to employment centers. The proposed corridor aims to enhance mobility for under served communities and align with regional transit goals.

ACTION 2

TRANSITION 6,000 FLEET VEHICLES TO ALTERNATIVE FUEL VEHICLES BY 2030

This action aims to reduce GHG emissions and improve local air quality through the transition of 6,000 publicly-owned fleet vehicles to electric, hybrid-electric, or renewable natural gas models. The strategy will lower operational fuel costs, enhance reliability, and align public sector fleets with long-term climate resilience goals and evolving environmental standards. By replacing older diesel and gasoline vehicles with cleaner technologies, this initiative supports regional emissions reduction targets and strengthens energy independence and efficiency across municipal operations. The goal of transitioning 6,000 vehicles is based on existing vehicle registrations and an assumption of feasible transitions before 2030; see **Appendix G** for more detail. The RPC can facilitate coordination with local governments, utilities, and fleet operators to develop a regional framework for fleet conversion and infrastructure deployment. This includes cost-benefit analysis, procurement support, and funding alignment with federal and state programs such as the Federal Transit Administration's Low or No Emission Vehicle Program and the Department of Energy's Clean Cities initiatives.

Authority to Implement

Local governments and public agencies will implement fleet transition plans through procurement, maintenance, and operations policies. The RPC can coordinate regional collaboration, data tracking, and technical support while assisting with funding applications and infrastructure siting. State agencies can be consulted for additional regulatory compliance support.

Estimated Cost

The estimated total regional cost to implement this action is $105 million to $110 million. The estimate accounts for vehicle acquisition, equipment installation, workforce training, and regional coordination. These costs are consistent with national averages for light and medium duty-fleet electrification under comparable municipal transition programs.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	150	3,251	44,018
Total Fuel Saved (Mega Gallons)	0.0	0.9	11.8
NO_x Reduction (Metric Tons)	0	7	95
$PM_{2.5}$ Reduction (Metric Tons)	0	0	4
CO Reduction (Metric Tons)	3	70	947
Potential Cost Savings	$67,659	$1,465,947	$19,846,671

TRANSITION 6,000 FLEET VEHICLES TO ALTERNATIVE FUEL VEHICLES BY 2030

Implementation Steps

Implementation can begin in 2030 by developing a cost-benefit analysis framework to assist local governments in evaluating the financial and operational impacts of transitioning municipal fleets to alternative fuel vehicles. The RPC can write standardized policy and procurement language to support consistent and scalable AFV adoption across jurisdictions and provide training programs for municipal staff focused on vehicle operation, maintenance, and peer-to-peer knowledge exchange. Between 2030 and 2032, the RPC can support the creation of a regional AFV infrastructure plan that identifies existing and potential EV and alternative fuel sites, siting criteria, and readiness standards, along with a shared grant resource guide to assist local agencies in applying for federal and state funding opportunities to support fleet transition. Fleet transition will occur between 2033 and 2039, during which time the RPC can support the delivery of ongoing training and technical assistance to ensure fleet managers can safely and efficiently operate AFVs across vehicle types.
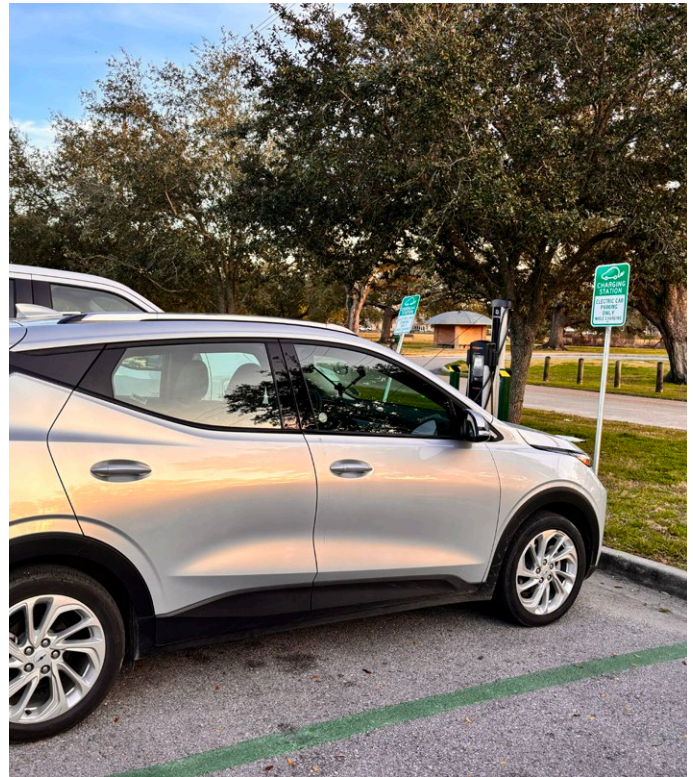
Example of EV Charging and Parking (RPC Staff Photo)

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Complete regional fleet transition plan and infrastructure siting framework	2030
Begin procurement and installation of charging and fueling infrastructure	2030–2032
Transition municipal fleets to AFVs and complete full deployment	2033–2039
Evaluate performance and emissions reduction outcomes	2040
Publish regional progress report and update metrics	2041

Tracking Progress

Progress will be tracked based on:

➤ Percent of municipal fleet transitioned to AFVs annually

➤ Number of staff trained in AFV operations and maintenance

➤ Number of EV and AFV infrastructure sites mapped and installed

➤ Total grant funding secured for fleet transition and infrastructure buildout

➤ Reduction in fleet-related GHG emissions and criteria air pollutant emissions

➤ Documented fuel and maintenance cost savings compared to baseline operations

ACTION 3

REDUCE VEHICLE MILES TRAVELED 20% THROUGH TRANSIT-ORIENTED DEVELOPMENT BY 2050

This action aims to reduce vehicle miles traveled (VMT) by 20% by 2050 through the implementation of coordinated transit-oriented development (TOD) strategies across Southeast Louisiana. By concentrating housing, employment, and services near high-frequency transit corridors, the initiative will promote mode shift, enhance accessibility, and support compact, equitable development patterns that reduce transportation emissions and infrastructure costs.

The RPC can coordinate with local governments, transit agencies, and state partners to develop a comprehensive TOD implementation guide, possibly using remaining CPRG program funds. The guide will provide model zoning overlays, equity frameworks, and site prioritization criteria to help municipalities integrate TOD principles into local land-use and transportation plans. The program can also include technical assistance, peer exchanges, and shared financing tools to streamline permitting and encourage investment in mixed-use, walkable communities.

Progress can be evaluated using regional performance indicators, such as VMT reduction, transit ridership growth, and development density within TOD zones to measure cumulative impacts on emissions, accessibility, and economic outcomes.

Authority to Implement

The RPC and local governments, in coordination with transit agencies, can help guide development, provide technical assistance, support zoning integration, and assist with staff coordination of deliverable development. Private developers will lead site-level TOD implementation, financing, and construction.

Estimated Cost

The estimated regional cost to implement this action is between $10 million and $20 million through 2030, with potential expansion to between $40 million and $60 million by 2050 as compact development and multimodal infrastructure strategies are implemented. These ranges are based on publicly available cost data from federal and regional transportation sources and will be refined using local bid and project information as implementation phasing is developed.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	-	739,133	6,803,871
Total Fuel Saved (Mega Gallons)	-	107.8	1,001.0
NO_x Reduction (Metric Tons)	-	776	7,201
$PM_{2.5}$ Reduction (Metric Tons)	-	36	330
CO Reduction (Metric Tons)	-	7,716	71,636
Potential Cost Savings	$-	$350,939,793	$3,258,182,108

ACTION 3

REDUCE VEHICLE MILES TRAVELED 20% THROUGH TRANSIT-ORIENTED DEVELOPMENT BY 2050

Implementation Steps

Implementation can begin in 2026 with the creation of a regional guide for implementing transit-oriented development strategies, including planning principles, equity frameworks, and coordination models for land-use and transit agencies. The RPC can support the development of criteria for identifying land and priority TOD sites based on proximity to transit, walkability, and redevelopment potential, and provide model policies and overlays to integrate affordable housing and equitable access into TOD zones. The RPC can also offer technical assistance and shared financing tools to help municipalities update zoning codes, streamline permitting, and support TOD implementation through mechanisms such as value capture and public-private partnerships. Between 2030 and 2050, the RPC can support coordination with transit agencies to align service improvements and capital investments with TOD planning efforts, and provide training and peer exchanges for planners and local officials on best practices.

RTA Bus in New Orleans, (Stantec Staff Photo)

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Support development of TOD program and begin guide development	2026
Publish regional TOD guide and planning toolkit	2026–2027
Establish ongoing technical assistance and monitoring framework	2028–2030
Support integration of TOD principles into local plans and zoning updates	2030–2035
Continue regional coordination, monitoring, and developer engagement	2035–2050
Publish regional TOD performance and VMT reduction report	2050

Tracking Progress

Progress will be tracked based on:

➤ Number of jurisdictions adopting TOD principles and overlay zones

➤ Number of TOD projects initiated and supported region-wide

➤ Reduction in VMT within TOD zones and associated GHG emissions

➤ Number of guide downloads, workshops, and stakeholder training sessions conducted

➤ Increased accessibility to housing, jobs, and services within half a mile of high-frequency transit

4 REDUCE FUEL USE AT PORTS AND IN FLEETS BY 15% THROUGH CLEAN TRANSITIONS AND PLANNING TOOLS

This action aims to reduce diesel consumption at port facilities and within fleet operations by 15% through the deployment of coordinated clean transportation strategies, including electrification, anti-idling measures, and equipment upgrades. The initiative builds on programs such as the Clean Truck Replacement Incentive Program (Clean TRIP) and the Louisiana International Terminal Sustainability Management Plan (LIT SMP) to improve air quality, enhance efficiency, and support state and regional emission reduction goals.

The RPC can coordinate with port authorities, local governments, and private fleet operators to advance clean transition programs and facilitate access to state and federal funding. The program will emphasize replicable strategies that reduce operational emissions, improve community health outcomes, and strengthen economic competitiveness through cleaner, more efficient freight and fleet operations.

Authority to Implement

Port authorities, local governments, and private fleet operators will oversee implementation through fleet conversion, anti-idling ordinances, and electrification projects. The RPC can lead regional coordination, provide technical assistance, and track outcomes as an extension of fuel emissions reporting currently done through the Clean Cities program. Key state partners like the Louisiana Department of Environmental Quality, DOTD, Department of Agriculture, and the Governor's Office of Coastal Activities can serve as key partners in aligning incentives, funding, and regulatory support.

Estimated Cost

The estimated regional cost to develop and administer this planning and coordination program through 2050 is $8–$12 million. This range reflects costs for RPC-led studies, toolkit development, emissions tracking, consultant support, and stakeholder engagement. It excludes infrastructure or equipment purchases, which will be funded separately by ports, private fleets, or external grant programs. This range aligns with similar regional technical assistance and clean freight planning initiatives conducted under the EPA's SmartWay and Diesel Emissions Reduction Act (DERA) programs.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	62,343	140,200	2,635,375
Total Fuel Saved (Mega Gallons)	6	13	253
NO_x Reduction (Metric Tons)	328	737	13,848
$PM_{2.5}$ Reduction (Metric Tons)	4	9	175
CO Reduction (Metric Tons)	1	3	52
Potential Cost Savings	$22,642,687	$50,920,260	$957,161,670

ACTION 4

REDUCE FUEL USE AT PORTS AND IN FLEETS BY 15% THROUGH CLEAN TRANSITIONS AND PLANNING TOOLS

Implementation Steps

Implementation will begin in 2026 with the creation of an anti-idling toolkit containing draft ordinances, signage templates, and outreach materials. The RPC can guide communities in aligning fleet programs with federal and state incentive funding, publish an inventory of port equipment and power needs to support electrification planning, and coordinate joint funding applications for shore power and clean equipment upgrades. The program can also establish a regional tracking system to monitor fuel consumption, emissions reductions, and participation across ports and fleets. These steps can be implemented incrementally, allowing early adopters to lead demonstration projects while regional partners align infrastructure and policy frameworks to expand clean transitions through 2050.

Port Activity (RPC Staff Photo)

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Develop anti-idling toolkit and outreach materials	2026
Launch port and fleet emissions baseline inventory	2026–2027
Coordinate funding applications and initial pilot programs	2027–2029
Expand electrification planning and clean fleet transitions	2030–2050
Evaluate emissions reductions and publish progress report	2050

Tracking Progress

Progress will be tracked based on:

➢ Number of toolkits distributed and local ordinances adopted

➢ Number of port and fleet studies completed and published

➢ Number of participating agencies using RPC resources for clean fuel planning

➢ Measurable reductions in diesel fuel use at participating ports and fleets

➢ Documented GHG and criteria pollutant reductions over time

ACTION 5
IDENTIFY PRIORITY AREAS FOR COMPLETE STREETS INVESTMENTS TO SUPPORT MODE SHIFT AND EMISSIONS REDUCTION

This action aims to leverage the RPC's existing transportation planning processes to prioritize and advance Complete Streets investments that support safe, accessible, and multimodal transportation options. This strategy will focus on corridors with high pedestrian and transit demand, under served communities, and areas with elevated crash rates or poor infrastructure. Investments may include sidewalks, bike lanes, crosswalks, lighting, traffic calming, and transit-supportive design. The goal is to reduce vehicle miles traveled (VMT), promote mode shift to walking, biking, and transit, and improve safety and equity in the transportation network.

Authority to Implement

This strategy can be implemented through collaboration between the RPC, local governments, Louisiana Department of Transportation and Development (DOTD), and transit agencies, with funding support from federal programs such as the Transportation Alternatives Program (TAP) and Safe Streets for All.

ONGOING REGIONAL AND MUNICIPAL APPROACHES TO COMPLETE STREETS GUIDANCE [67]

Recent initiatives in Southeast Louisiana are advancing Complete Streets investments by integrating resilience mapping and regional design standards. Resilience mapping uses geospatial data on flooding, heat, and infrastructure vulnerability to guide where and how streets are designed to better withstand climate impacts. The New Orleans Complete Streets Coalition has been instrumental in advocating for safer, more equitable transportation options. Their efforts include community engagement campaigns and partnerships with local organizations to promote infrastructure improvements that enhance health, equity, and sustainability. The RPC has conducted studies such as the St. Tammany Parish Comprehensive Pedestrian and Bicycle Plan, which develops a parish-wide Complete Streets policy and program and project recommendations to enhance active transportation infrastructure

Additionally, the RPC is developing a regional Complete Streets Guide to define policies and provide a framework for identifying opportunities to fund and implement Complete Streets improvements across the region. These combined efforts are shaping transportation corridors that are both climate-resilient and community-centered.

ACTION 5

IDENTIFY PRIORITY AREAS FOR COMPLETE STREETS INVESTMENTS TO SUPPORT MODE SHIFT AND EMISSIONS REDUCTION

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Build on work completed by local, state, and regional agencies to publish a regional Complete Streets Resilience Menu with standard design elements (e.g., permeable surfaces, shade structures, elevated crossings) and cost templates and provide training for local staff on using these materials in transportation design as well as state and federal grant applications.	2026–2027
Create flood, heat, social vulnerability, and planned capital improvement project maps and use this analysis to formulate complete streets enhancements in project proposals and corridor feasibility studies, with reference to regional long-range transportation plans and existing Complete Streets programs.	2026–2030
Promote utilization of the RPC's Complete Streets Guide in corridor project proposals and feasibility studies.	2026–2030

Tracking Progress

Progress will be tracked based on:

➤ Number of toolkits distributed and local ordinances adopted

➤ Number of port and fleet studies completed and published

➤ Number of participating agencies using RPC resources for clean fuel planning

➤ Measurable reductions in diesel fuel use at participating ports and fleets

➤ Documented GHG and criteria pollutant reductions over time

*Bike Lane in Decatur Jackson Square
(Photo Courtesy of Jennifer Ruley)*

ACTION 6

COORDINATE AND STANDARDIZE WEATHERIZED TRANSIT SHELTER DESIGN REDUCTION

Establish a collaborative and standardized process for prioritizing, designing, and implementing weatherized bus stops, stations, and shelters. This strategy enhances climate resilience, rider comfort and safety, and equitable access to transit infrastructure by addressing exposure to extreme heat, precipitation, and wind. Coordination with local governments and FTA (Federal Transit Administration) grantees ensures alignment with federal funding and regional transit needs.

Authority to Implement

Transit agencies, local governments, and RPC staff working with FTA grantees have the authority to coordinate and implement standardized weatherized shelter designs using federal and regional funding streams.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Develop site inventory of existing and potential bus stop locations	2026–2027
Create and publish a design guide with weatherization elements and communication templates	2026–2027
Host training sessions for local staff and transit operators on applying the design guide.	2027–2028
Investigate possible funding sources for pilot project implementation	2028–2029
Investigate possible funding sources for pilot project implementation	2030 Onwards

Tracking Progress

Progress will be tracked based on:

➤ Number of bus stops upgraded with weatherized features

➤ Number of jurisdictions adopting the standardized design guide

➤ Number of public engagement materials distributed or displayed

➤ Increase in transit ridership at improved stops

Example of Transit Shelter (Adobe Stock Photo)

ACTION 7
ENHANCE TRANSIT SERVICE AND ACCESSIBILITY TO INCREASE RIDERSHIP

The RPC will coordinate with local governments and FTA grantees to identify and advance public transit projects through its metropolitan transportation planning process. By prioritizing these projects for inclusion in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), the region can secure funding and move toward timely implementation. Efforts will focus on improving service reliability, operational efficiency, and rider experience through expanded routes, increased frequency, and upgraded amenities. Community engagement will play a key role in identifying service gaps and guiding equity-focused improvements. Together, these actions will help align transit investments with the region's climate and resilience goals by reducing vehicle miles traveled, improving air quality, and building a more sustainable transportation network.

Authority to Implement

The RPC, in coordination with local governments and transit agencies, has authority to identify and prioritize projects through the metropolitan transportation planning process, with funding and technical support from the FTA.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Conduct regional transit needs assessments in collaboration with local jurisdictions and transit agencies	2026–2027
Use public engagement and data analysis to identify priority projects for inclusion in the MTP and TIP	2026–2027
Coordinate with FTA grantees to align funding opportunities and project readiness	2027–2028
Support planning and design of service enhancements, including bus rapid transit, multimodal hubs, and real-time information systems	2027–2028
Monitor project progress and adjust priorities based on performance and community feedback	2028 Onwards

Tracking Progress

Progress will be tracked based on:

➤ Number of transit projects added to MTP and TIP

➤ Percent increase in transit service coverage and frequency

➤ Ridership growth rates

➤ Reduction in single-occupancy vehicle trips

➤ GHG emissions reduced from mode shift

Jefferson Parish Transit (RPC Staff Photo)

ACTION 8

PUBLISH A REGIONAL BROWNFIELD REUSE GUIDE WITH STANDARDIZED SITE PROFILE TEMPLATES AND REDEVELOPMENT SCENARIOS

There are many underutilized or vacant industrial sites within the region's urban areas that could be repurposed in support of climate mitigation and adaptation (e.g., stormwater retention parks, solar energy generation sites). This action aims to support local governments in identifying, evaluating, and repurposing brownfield sites through a standardized and strategic approach. The guide can provide templates for site profiling, redevelopment scenarios tailored to different land uses, and recommendations based on surrounding development patterns, infrastructure availability, and site conditions (e.g., underutilized vs. vacant). Special emphasis will be placed on converting brownfields into renewable energy generation sites ("brownfields to brightfields") to align with climate and resilience goals. The guide can also help jurisdictions apply for state and federal funding by offering a list of active funding programs and templates for submission.

Authority to Implement

Implementation authority is shared among multiple entities. Local governments and regional agencies, such as the RPC and state environmental or economic development offices, would lead development of the Brownfield Reuse Guide, establish standardized templates, and coordinate grant opportunities. Land use controls, zoning updates, and redevelopment planning fall under the jurisdiction of local governments. Individual landowners ultimately determine site-specific redevelopment actions, while regional and state partners provide the technical resources, regulatory guidance, and funding coordination needed to enable implementation.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Inventory and categorize regional brownfield sites	2026–2027
Develop standardized site profile templates and example redevelopment scenarios	2026–2027
Compile best practices from recent and ongoing projects, including "brownfields to brightfields" examples	2027–2028
Publish and distribute the regional brownfield reuse guide	2027–2028

Tracking Progress

Progress will be tracked based on:

➤ Number of brownfield sites assessed using guide templates

➤ Number of jurisdictions adopting reuse strategies from the guide

➤ Amount of funding secured for brownfield reuse projects

➤ Number of guide downloads and stakeholder training sessions held

➤ Number of brownfield sites redeveloped

Residential and commercial buildings generate a total of 14.1% of Southeast Louisiana's greenhouse gas emissions. These emissions are directly tied to the type of energy being used (combustible fossil fuels or renewably sourced electricity), the efficiency of transmission and building energy systems, and the amount of cooling needed as temperatures increase.

➤ **Emissions from buildings are generated from:**

- Direct (on-site) fuel use (e.g., natural gas combustion)
- Indirect emissions from purchased energy (e.g., purchased electricity)
- Fugitive emissions (e.g., refrigerant leaks)
- Construction and materials (e.g., embodied emissions in cement)

Emissions can be reduced by improving energy efficiency, enhancing the building envelope, and switching to alternative fuels.

Current sector emissions and predicted emissions reductions from proposed actions are shown below:

➤ **Sector total emissions baseline (2019): 8,596,767 metric tons CO_2e**

- Sector reductions in 2030: 150,311 metric tons CO_2e
- Sector reductions in 2050: 226,551 metric tons CO_2e

Electric Substation (Stantec Staff Photo)

PRIORITY ACTIONS

ACTION TYPE   GHG Reduction

ACTION 9
Retrofit 2% of all Commercial, Residential, and Institutional Buildings to Improve Energy Efficiency

ACTION 10
Support the Addition of 150 MW of Community Solar in the RPC Region by 2030

ACTION 11
Expand the Lighthouse Resilience Hub Model to 150 Congregations and Community Institutions within the RPC Region

ACTION 12
Engage 40,000 Households Annually by Scaling Regional Utility-Led Energy Efficiency Programs
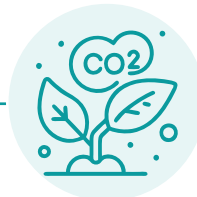
OFFSHORE WIND FOR LOUISIANA'S ENERGY FUTURE [68]

The State of Louisiana's 2022 Climate Action Plan, as well as its Priority Climate Action Plan, identify offshore wind as a key emissions reduction strategy for the state, aiming to establish 5 gigawatts of offshore wind by 2035. This leverages Louisiana's existing oil and gas infrastructure, skilled maritime workforce, and port assets.

For Southeast Louisiana, this means additional opportunities in port modernization, turbine manufacturing, vessel retrofitting, and workforce training, especially in communities historically tied to fossil fuel industries.

ACTION 9

RETROFIT 2% OF ALL COMMERCIAL, RESIDENTIAL, AND INSTITUTIONAL BUILDINGS TO IMPROVE ENERGY EFFICIENCY

This action seeks to achieve improved energy efficiency across the region by supporting upgrades in 2% of buildings through enhanced insulation, HVAC systems, lighting, and building envelope improvements. These retrofits are intended to reduce energy consumption, lower GHG emissions, and strengthen resilience to climate impacts. The strategy leverages model procurement templates, bundled funding applications, benchmarking platforms, and regional code training to help jurisdictions coordinate and accelerate implementation.

Authority to Implement

The RPC can coordinate regional efforts, produce model language and technical guidance, and facilitate training, data tracking, and funding partnerships. Local governments, utilities, and private building owners will implement retrofits using state and federal incentive programs. Key partners include the Louisiana Department of Natural Resources (LDNR), the Louisiana Housing Corporation, and local utilities that offer energy efficiency programs.

Estimated Cost

The estimated cost to coordinate, train, and support energy efficiency retrofits through 2050 is $10–$15 million. This range reflects planning, technical assistance, benchmarking platform development, and code training. The figure excludes the direct cost of retrofits, which will be funded by building owners, utilities, and federal or state incentive programs.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	34,389	35,286	728,844
Total Natural Gas Saved (MMBTU)	72,884	72,681	1,520,966
Total Electricity Saved (MWh)	69,000	71,054	1,465,270
NO_x Reduction (Metric Tons)	21	22	447
$PM_{2.5}$ Reduction (Metric Tons)	<1	<1	<1
CO Reduction (Metric Tons)	<1	<1	<1
SO_2 Reduction (Metric Tons)	<1	<1	<1
Potential Cost Savings	$9,212,029	$9,455,845	$195,281,393

ACTION 9

RETROFIT 2% OF ALL COMMERCIAL, RESIDENTIAL, AND INSTITUTIONAL BUILDINGS TO IMPROVE ENERGY EFFICIENCY

Implementation Steps

Program development will begin in 2026 with the creation of model procurement templates and bundled funding guidance for municipalities. The RPC can host regional training workshops focused on energy code updates, benchmarking methods, and resilience upgrades. Guidance will be published to help local governments align building codes and coordinate retrofit projects across jurisdictions. Beginning in 2030, the RPC can support the expansion of benchmarking programs and assist partners in applying retrofit best practices using state and federal incentive funding. This effort will continue through 2050, with ongoing monitoring and regional updates to ensure continuous progress toward efficiency goals.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Develop model procurement templates and funding guidance	2026
Conduct regional building code and benchmarking workshops	2026–2028
Launch energy benchmarking and retrofit coordination program	2029–2030
Support local government adoption of aligned building codes	2030–2035
Evaluate program effectiveness and publish regional updates	2040–2050

Tracking Progress

Progress will be tracked based on:

➤ Number of model procurement templates developed and adopted for retrofit projects

➤ Number of bundled funding applications submitted for public building retrofits

➤ Number of regional building code training workshops hosted

➤ Number of jurisdictions aligning local codes with resilience and energy efficiency best practices

➤ Number of municipalities implementing energy benchmarking platforms

➤ Number of homes adopting model resilience upgrade guidelines through local programs

SCALING AN ALREADY FUNDED BUILDING EFFICIENCY OPPORTUNITY [69]

This action will build on the buildings and energy actions funded by the implementation grant award received by the City of New Orleans under the CPRG program:

• Reduce energy costs and improve indoor air quality at approximately 50 municipal buildings receiving energy-efficiency upgrades or solar photovoltaic installations.
• Create building-related programs that support the decarbonization of large buildings through building energy benchmarks and performance standards.

Building on this foundation, the RPC can develop programs to scale energy-efficiency improvements across a broader portfolio of commercial, residential, and institutional buildings. These programs will include energy benchmarking, performance standards, and technical guidance to help property owners identify cost-effective retrofit opportunities.

ACTION 10

SUPPORT THE ADDITION OF 150 MW OF COMMUNITY SOLAR IN THE RPC REGION BY 2030

This action seeks to achieve the expansion of community solar capacity across the RPC region, targeting an additional 150 MW of installed capacity by 2030. The initiative focuses on identifying priority neighborhoods using energy burden data to ensure equitable access to clean energy. By emphasizing communities where households spend a disproportionate share of income on utilities, this action expands solar participation among renters, low-income families, and neighborhoods historically excluded from rooftop solar markets. The overall goal is to reduce household energy costs, improve resilience, and contribute to regional GHG reductions through shared solar installations.

Authority to Implement

The RPC can coordinate with local governments; utilities like Cleco, Entergy Louisiana, and Entergy New Orleans; and regional stakeholders to identify suitable community solar sites, develop energy burden mapping tools, and facilitate local participation strategies. Implementation can involve collaboration with Entergy, technical colleges, nonprofit energy cooperatives, and municipalities to align solar deployment with existing infrastructure and funding opportunities.

Estimated Cost

Based on verified administrative benchmarks from other state-level community solar programs, the estimated RPC program cost is $7.5 million through 2035. This covers regional program coordination, public engagement, and technical assistance, but excludes developer, utility, and federal investment in solar construction.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	98,796	98,796	2,074,723
Total Electricity Saved (MWh)	223,380	223,380	4,918,740
NO_x Reduction (Metric Tons)	68	68	1,432
SO_2 Reduction (Metric Tons)	67	67	1,400
Potential Cost Savings	$26,805,600	$26,805,600	$590,248,800

SUPPORT THE ADDITION OF 150 MW OF COMMUNITY SOLAR IN THE RPC REGION BY 2030

Implementation Steps

Implementation will begin in 2026 with the development of an energy burden mapping platform to identify priority neighborhoods. The RPC can host focus groups and workshops to address participation barriers and build local awareness of shared solar opportunities. Working with technical colleges and municipalities, the RPC can publish a community solar implementation guide and assist with funding applications to support project design and interconnection planning. This will involve research into the existing regulatory requirements that exist at the municipal, parish, and state levels for solar installation. From 2028 to 2030, the initiative can advance pilot installations and expand outreach to ensure equitable participation across income groups and jurisdictions.

Solar Panels At City Park's Festival Grounds in New Orleans (RPC Staff Photo)

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Develop regional energy burden mapping and solar opportunity analysis	2026–2027
Conduct community focus groups and design participation framework	2027–2028
Research and disseminate existing regulatory requirements	2028
Support pilot community solar projects and local funding applications	2028–2030
Evaluate participation metrics and expand implementation regionwide	2031–2035
Publish progress report and update metrics	2036

Tracking Progress

Progress will be tracked based on:

➤ Number of households enrolled in community solar annually

➤ Number of priority neighborhoods served

➤ Total megawatts of community solar installed

➤ Estimated metric tons of CO_2e reduced

➤ Percent of participants from disadvantaged communities

➤ Average energy cost savings per household

ACTION 11
EXPAND THE LIGHTHOUSE RESILIENCE HUB MODEL TO 150 CONGREGATIONS AND COMMUNITY INSTITUTIONS WITHIN THE RPC REGION

This action seeks to scale the successful Lighthouse resilience hub model from Together New Orleans across all parishes in the RPC region. The Lighthouse model equips trusted community institutions, such as churches and nonprofits, with commercial-scale rooftop solar (typically 50–100 kW) and battery storage systems (100–250 kWh), enabling them to operate as microgrids during power outages. These hubs provide essential services before, during, and after disasters, including cooling, communications, emergency supplies, and access to clean energy. By replicating the model regionally with Together New Orleans' assistance, this initiative seeks to strengthen local disaster preparedness, support energy equity, and enhance community resilience in areas most vulnerable to climate impacts.

Implementation will include identification and prioritization of potential hub sites across parishes based on social vulnerability, energy burden, and community reach. The RPC can coordinate with local governments and community-based organizations to co-design hub functions and services, develop operational plans, and secure funding through federal resilience grants, philanthropic partnerships, and utility programs. Construction or retrofitting of facilities can integrate solar and storage systems, backup power, and climate-adaptive infrastructure. Ongoing monitoring can track performance, resilience outcomes, and community engagement to inform future expansion phases.

Authority to Implement

The RPC can lead regional coordination and planning in partnership with local governments, nonprofits, and utilities. Potential funding and technical support could come from federal partners such as FEMA, DOE, and HUD through programs including the Building Resilient Infrastructure and Communities (BRIC) program, the Energy Efficiency and Conservation Block Grant Program (EECBG), and the DOE Renew America's Nonprofits initiative.

Estimated Cost

The estimated RPC program cost to coordinate, plan, and support implementation of this action is $12 million through 2040. This estimate reflects technical assistance, regional coordination, and program support costs. Capital and equipment investments averaging $400,000–$700,000 per site are expected to be financed through federal, state, and philanthropic partners.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	1,811	7,846	131,565
Total Electricity Saved (MWh)	4,094	17,739	131,565
NO_x Reduction (Metric Tons)	68	68	1,364
SO_2 Reduction (Metric Tons)	67	67	1,333
Potential Cost Savings	$491,234	$2,128,680	$36,187,560

EXPAND THE LIGHTHOUSE RESILIENCE HUB MODEL TO 150 CONGREGATIONS AND COMMUNITY INSTITUTIONS WITHIN THE RPC REGION

Implementation Steps

Implementation will begin in 2026 with a regional site prioritization and vulnerability assessment. The RPC can assist local partners in identifying high-impact locations and preparing funding applications to support pilot Lighthouse Hubs. Between 2028 and 2030, initial hubs will be operational in pilot parishes, demonstrating the model's benefits for resilience and clean energy. The program will scale through 2040, expanding to all parishes and establishing a regional network of community-serving resilience centers.

Food Distribution (Adobe Stock Photo)

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Complete regional vulnerability and site prioritization analysis	2026–2027
Establish pilot partnerships and initiate funding applications	2027–2028
Launch initial operational Lighthouse Hubs	2029–2030
Expand implementation to additional parishes through secured funding	2031–2035
Complete network of 150 Lighthouse Hubs	2036–2040
Publish program performance and resilience outcomes report	2041

Tracking Progress

Progress will be tracked based on:

➤ Number of resilience hubs installed

➤ Percentage of population within walking distance of a hub

➤ Total solar capacity (kW) and battery storage (kWh) deployed

➤ Number of residents served during disaster events

➤ Reduction in power outage-related health and safety incidents

➤ Number of community members trained in resilience operations

WHAT IS THE LIGHTHOUSE RESILIENCE HUB MODEL? [70]

The New Orleans Lighthouse Resilience Hub model is a community-driven initiative that transforms local institutions such as churches, community centers, and health clinics into solar-powered resilience hubs equipped with battery storage. These hubs provide essential services during power outages and extreme weather events, including cooling and heating stations, phone charging, food distribution, and medical support. The model aims to ensure that every resident has access to a safe, reliable location within a 15-minute walk during emergencies.

ACTION 12

ENGAGE 40,000 HOUSEHOLDS ANNUALLY BY SCALING REGIONAL UTILITY-LED ENERGY EFFICIENCY PROGRAMS

This action seeks to achieve widespread residential energy savings by scaling and coordinating regional utility-led energy efficiency programs such as Entergy's Energy Smart and Cleco's Power Wise. Through coordinated efforts with local governments, utilities, and community organizations, the initiative seeks to reduce household energy consumption, lower energy bills, and advance GHG reduction goals. By targeting high energy burden communities, the program will also enhance energy resilience and equity across the RPC region.

Implementation will focus on evaluating existing utility programs to identify effective practices, participation rates, and outcomes, followed by development of a unified regional framework with standardized branding, eligibility, and outreach strategies. The RPC can facilitate stakeholder coordination, targeted outreach in disadvantaged communities, and the expansion of incentives such as rebates, on-bill financing, and free energy audits. Partnerships with workforce development programs would help train and deploy local contractors for retrofit and installation work. The RPC can also maintain a regional dashboard to track program participation, energy savings, and emissions reductions to support transparency and continuous improvement.

Authority to Implement

The RPC can serve as a regional convener and data coordinator, supporting utilities, local governments, and nonprofit partners. Implementation will be supported through collaboration with Entergy and Cleco, as well as with federal partners such as the Department of Energy (DOE) and Louisiana Department of Natural Resources (LDNR). Programs can leverage resources from the Weatherization Assistance Program, DOE's Home Energy Rebate Programs, and public-private energy efficiency funding initiatives.

Estimated Cost

The estimated coordination and program support cost is $10 million through 2040. Program incentives, rebates, and direct installation costs will be funded by utilities, DOE Home Energy Rebates, and private investment.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	15,315	84,623	1,618,769
Total Natural Gas Saved (MMBTU)	23,379	128,774	2,469,862
Total Electricity Saved (MWh)	15,315	84,623	1,618,769
NO_x Reduction (Metric Tons)	5	26	494
$PM_{2.5}$ Reduction (Metric Tons)	0	0	0
CO Reduction (Metric Tons)	0	0	0
SO_2 Reduction (Metric Tons)	5	25	483
Potential Cost Savings	$2,136,732	$11,801,419	$225,835,044

ENGAGE 40,000 HOUSEHOLDS ANNUALLY BY SCALING REGIONAL UTILITY-LED ENERGY EFFICIENCY PROGRAMS

Implementation Steps

Implementation will begin in 2026 with a regional assessment of existing utility efficiency programs and identification of opportunities for scaling. By 2027, the unified regional program framework will be launched, with targeted outreach and workforce development partnerships established. Between 2030 and 2040, the program will expand to achieve consistent participation of 40,000 households annually, supported by continuous monitoring and evaluation.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Complete regional efficiency program assessment	2026
Develop unified regional framework with utilities	2026–2027
Establish workforce partnerships and contractor training	2027–2028
Launch regional program coordination and outreach	2028–2029
Achieve measurable reductions and annual participation target	2030–2040
Publish program outcomes and regional energy savings report	2041

Tracking Progress

Progress will be tracked based on:

➤ Number of households participating in energy efficiency programs

➤ Total residential energy savings (kWh/year)

➤ Estimated GHG emissions reduced (metric Tons CO_2e/year)

➤ Percentage of participants from disadvantaged or energy-burdened communities

➤ Number of energy-efficiency jobs created or supported

➤ Utility and public funding leveraged for program expansion

ENTERGY ENERGY SMART & CLECO POWER WISE®: PROVEN ENERGY EFFICIENCY PROGRAMS [71, 72]

Entergy New Orleans' Energy Smart program offers residents and businesses incentives for energy-saving upgrades, including LED lighting, HVAC systems, and smart thermostats. The program has successfully reduced energy consumption and provided cost savings for over 135,000 residents and businesses, with over $61.4 million in incentives since 2010.

Cleco's Power Wise® program provides residential customers with rebates for energy-efficient appliances, weatherization assessments, and HVAC replacements. The program also offers an income-qualified weatherization initiative, which was started in 2023 and has already assisted over 300 households in making their homes more energy-efficient.

These programs serve as effective models for expanding regional energy efficiency initiatives, aiming to reach at least 40,000 households through coordinated efforts and strategic partnerships.

Natural systems and water infrastructure generate a total of 0.2% of Southeast Louisiana's greenhouse gas emissions. These emissions are tied to the operations of wastewater treatment plants. **Natural systems like preserved bayous and coastal marshes sequester carbon and reduce the region's net GHG emissions.** These two categories are connected because of water's vital role in both infrastructure and natural systems in Louisiana.

➤ **Emissions from natural systems and water are generated from:**

- Energy use for water and wastewater treatment (e.g., electricity for pumping, aeration, and filtration)
- Process emissions (e.g., methane and nitrous oxide from wastewater treatment and sludge processing)
- Land-use changes (e.g., loss of wetlands or vegetation that naturally stores carbon)

Emissions can be reduced by improving energy efficiency at treatment facilities, capturing and reusing biogas, optimizing chemical use, and protecting or restoring natural systems that sequester carbon.

Current sector emissions and predicted emissions reductions from proposed actions are shown below:

➤ **Sector total emissions baseline (2019): 153,929 metric tons CO_2e**

- Sector reductions in 2030: 209 metric tons CO_2e
- Sector reductions in 2050: 4,393 metric tons CO_2e

Swamp in New Orleans City Park (RPC Staff Photo)

PRIORITY ACTIONS

ACTION TYPE — GHG Reduction

ACTION 13 — Expand Urban and Rural Tree Canopy Coverage to Achieve 40% Regional Canopy Goal
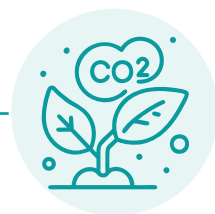
ACTION TYPE — Supporting

ACTION 14 — Publish a Regional Portfolio of Living Shorelines and Stormwater Catchment Parks Covering at Least 5 Priority Sites in Alignment with Ongoing Efforts

ACTION 15 — Expand Nature-Based Projects Through Regional Collaboration

ACTION 13

EXPAND URBAN AND RURAL TREE CANOPY COVERAGE TO ACHIEVE 40% REGIONAL CANOPY GOAL

This action seeks to achieve a minimum 40% tree canopy coverage across urban and rural areas in the RPC region. The initiative uses data-driven analysis to prioritize planting in areas with high heat vulnerability, low canopy coverage, and elevated social vulnerability. It aims to enhance air quality, reduce the urban heat island effect, increase carbon sequestration, and improve community livability.

Authority to Implement

The RPC can coordinate regional planning and data management while supporting local parishes, cities, and non-profits with tools and training for canopy expansion. A shared GIS platform will be developed to integrate datasets on water quality, flooding, air quality, demographics, and existing canopy cover to identify priority planting zones and monitor progress.

Estimated Cost

The estimated cost to coordinate and administer this action is $2.5–3.5 million through 2040. This estimate covers the activities explicitly assigned to the RPC (e.g., regional coordination, GIS data platform development, technical assistance, and stakeholder engagement) and does not include the cost of tree planting, maintenance, or local implementation, which are expected to be funded and executed by municipal governments and partner organizations.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Trees Planted	1,743	36,606	402,671
Metric Tons of CO_2e Sequestered	(209)	(4,393)	(48,321)
Air Pollutants Reduced (Metric Tons)	1	21	234

Tree Canopy Over Highway in St. Bernard Parsih (RPC Staff Photo)

EXPAND URBAN AND RURAL TREE CANOPY COVERAGE TO ACHIEVE 40% REGIONAL CANOPY GOAL

Implementation Steps

Implementation will begin in 2026 with technical planning, GIS system setup, and partnership engagement. Planting programs will scale beginning in 2030 through coordinated community and municipal campaigns.

Mature Tree Canopy Providing Co-Benefits in Southeast Louisiana (Stantec Staff Photo)

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Develop shared GIS database and identify canopy gaps	2026–2027
Host regional workshops with urban foresters and planners	2027–2028
Launch model policies and local grant guidance	2028–2029
Begin large-scale tree planting through regional partnerships	2030–2040
Evaluate canopy coverage progress toward 40% goal	2040–2050

Tracking Progress

Progress will be tracked based on:

➤ Percent of regional land area with tree canopy coverage

➤ Percent of census tracts meeting or exceeding 40% canopy cover

➤ Number of priority planting zones identified using data-driven criteria

➤ Estimated annual GHG sequestration from new tree canopy

➤ Reduction in urban heat island effect in targeted zones

ACTION
14

PUBLISH A REGIONAL PORTFOLIO OF LIVING SHORELINES AND STORMWATER CATCHMENT PARKS COVERING AT LEAST FIVE PRIORITY SITES IN ALIGNMENT WITH OTHER EFFORTS

In alignment with the Coastal Protection and Restoration Authority (CPRA), local governments, and other relevant entities, this action aims to publish a regional portfolio of living shorelines and stormwater catchment parks that identifies at least five priority sites based on flood risk and social vulnerability. This strategy includes site selection and risk assessment, stakeholder engagement, and the integration of dual-functional components, such as recreation and flood mitigation. It also provides policy language to support zoning changes, long-term maintenance, and alignment with regional tracking metrics. By combining nature-based solutions with community input and planning tools, this strategy enhances climate resilience, improves public access to green space, and supports regional adaptation goals.

Authority to Implement

This initiative will be led by regional environmental and planning agencies in partnership with the CPRA, local governments, and community organizations.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Conduct regional risk assessment and identify at least five priority sites for living shorelines and stormwater catchment parks	2026–2027
Engage stakeholders through workshops and surveys to inform site design and community needs	2027–2028
Develop and publish model facility designs and dual-use concepts for selected sites	2028
Draft policy language for zoning updates, maintenance protocols, and integration with regional metrics	2028–2029

Tracking Progress

Progress will be tracked based on:

➤ Number of sites included in the regional portfolio

➤ Number of jurisdictions adopting policy language or zoning updates

➤ Number of stakeholder engagement activities conducted

➤ Area of land converted to living shoreline or floodable park use

➤ Reduction in flood risk and increase in public access to green infrastructure

ACTION

15

EXPAND NATURE-BASED PROJECTS THROUGH REGIONAL COLLABORATION

This action aims to leverage existing partnerships such as the Louisiana Watershed Initiative (LWI) and Urban Waters Partnership to partner with adjacent regions and watershed coordinators to scale nature-based solutions that reduce flood risk, enhance ecological resilience, and support climate adaptation. This strategy promotes cross-jurisdictional collaboration to implement projects such as wetland restoration, green infrastructure, and floodplain reconnection, aligning with regional watershed priorities and funding opportunities.

Authority to Implement

Authority to implement this strategy lies with the Louisiana Watershed Initiative (LWI); other water stewardship groups; regional watershed coordinators; and state, federal, and local governments, who can collaborate across jurisdictions to align nature-based projects with state funding, watershed priorities, and resilience goals.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Identify GHG reduction projects that align with the forthcoming LWI Strategic Plan and prepare local applications for funding	2026–2027
Utilize the LWI's Nature-Based Solutions Explorer Tool, or similar, to identify locations for nature-based projects	2026–2027
Provide training to both rural and urban areas on how to design nature-based systems	2026–2028
Perform cost-benefit analyses and provide operating and maintenance support	2028–2030

Tracking Progress

Progress will be tracked based on:

➤ Number of nature-based projects implemented through partnerships

➤ Number of parishes or regions engaged in collaborative watershed planning

➤ Total acres of land restored or protected through nature-based solutions

➤ Amount of funding secured for multi-jurisdictional nature-based projects

➤ Number of joint planning or coordination meetings held

➤ Number of shared data tools or technical resources developed and used

Solid waste generates a total of 1.2% of Southeast Louisiana's greenhouse gas emissions. These emissions are tied to regional waste management processes.

➤ **Emissions from waste and materials are generated from:**

- Landfill decomposition (e.g., methane from organic waste breaking down in anaerobic conditions)
- Waste processing and disposal (e.g., emissions from incineration or open burning)

Emissions can be reduced by expanding recycling and composting, capturing landfill gas for energy use, improving waste collection efficiency, and reducing waste generation through source reduction and reuse initiatives.

Current sector emissions are shown below:

➤ **Sector total emissions baseline (2019): 761,085 metric tons CO_2e**

Community Compost Station (Stantec Staff Photo)

ACTION TYPE   **Supporting**

ACTION 16 Partner with the Future Use of Energy in Louisiana (FUEL) Program to Advance Industrial Decarbonization and Workforce Development

ACTION 16

PARTNER WITH THE FUEL PROGRAM TO ADVANCE INDUSTRIAL DECARBONIZATION AND WORKFORCE DEVELOPMENT

Partnering with the Future Use of Energy in Louisiana (FUEL) program offers an opportunity for the RPC to accelerate industrial decarbonization, material and energy reuse, and workforce readiness across the region. FUEL, hosted by LSU in collaboration with more than 50 public and private institutions, is supported by funding from the National Science Foundation and Louisiana Economic Development. The program fosters the development of dynamic workforces while promoting deployment of low-carbon and carbon-recycling technologies through proven solutions. As a strategic partner, the RPC can help guide regional priorities for the clean energy transition and the circular economy, including planning for electrification, hydrogen, carbon capture, materials management, and energy efficiency. By collaborating with FUEL's network of academic institutions, utilities, and industrial stakeholders, the RPC can align workforce training with emerging technologies and evolving regulatory requirements. In addition, pilot projects and demonstration sites can showcase scalable decarbonization solutions, highlighting how Louisiana's industrial corridor can lead in sustainable industrial transformation.[73]

Authority to Implement

This strategy can be implemented through collaboration between the Louisiana Department of Natural Resources (LDNR), Louisiana Economic Development (LED), and the Louisiana Workforce Commission, with support from regional planning commissions, community colleges, and industrial partners participating in the FUEL program.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Engage with FUEL program leadership to define partnership roles and regional priorities	2026–2027
Identify industrial sectors and facilities for pilot decarbonization projects and workforce training initiatives	2026–2027
Support curriculum development and credentialing for clean energy jobs through local colleges and technical schools	2026–2027
Facilitate funding applications and public-private partnerships to deploy innovative technologies	2028–2030
Track progress through workforce placement rates, technology adoption, and emissions reductions	2030 Onwards

Tracking Progress

Progress will be tracked based on:

➤ Number of industrial pilot projects launched

➤ Number of workers trained and placed in clean energy roles

➤ Types of decarbonization technologies deployed

➤ Total GHG emissions reduced (metric Tons CO_2e)

➤ Number of partnerships formed with academic and industry stakeholders

COMMUNITY WELL-BEING & EMERGENCY MANAGEMENT

Community Well-Being and Emergency Management is not a direct source of greenhouse gas emissions, but is a critical component of climate planning. This sector includes action strategies that promote:

➤ Community health and safety (e.g., protecting residents from extreme heat, flooding, and air quality impacts)

➤ Emergency preparedness and response (e.g., planning for hurricanes, storms, and other climate-related disasters)

➤ Social resilience (e.g., ensuring vulnerable populations have access to resources and recovery support)

➤ Infrastructure and services (e.g., maintaining reliable energy, water, and transportation systems during emergencies)

Strengthening emergency management protocols and investing in initiatives that strengthen community resilience helps reduce vulnerability, improve recovery capacity, and build long-term adaptability to the growing risks posed by climate change.

Emergency Preparedness (Stantec Staff Photo)

PRIORITY ACTIONS

ACTION TYPE   Supporting

ACTION 17 Advance Clean Tech Market Research and Public Engagement through Strategic Partnerships

ACTION 18 Provide Technical Assistance to Small and Rural Parishes for Resilience and Infrastructure Upgrades

ACTION 19 Activate Regional Volunteer Networks for Climate Resilience

ACTION 17

ADVANCE CLEAN TECH MARKET RESEARCH AND PUBLIC ENGAGEMENT THROUGH STRATEGIC PARTNERSHIPS

The RPC can collaborate with clean tech partners, including New Lab New Orleans, the FUEL program, and the University of Louisiana Lafayette's Energy Efficiency & Sustainable Energy Center, to expand market research focused on export economies, clean energy, coastal restoration, and recycling. One possible outcome of this research could be to develop a communications and outreach strategy to inform the public, gather feedback, and build support for innovation-driven climate solutions. The goal is to research and illustrate the potential return on investments from clean technology adoption, restoration activities, and more.

Authority to Implement

RPC staff, economic development agencies, academic institutions, and clean tech industry partners can jointly lead research and outreach efforts, leveraging regional innovation networks and federal/state funding.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Establish formal partnerships with clean tech organizations and research institutions	2026
Identify key market opportunities in clean energy, restoration, and recycling sectors	2026–2027
Conduct regional market assessments and export potential analyses	2026–2027
Develop public-facing materials to explain clean tech initiatives and gather input	2026–2027
Host community engagement events and feedback sessions	2027–2028

Tracking Progress

Progress will be tracked based on:

- Number of clean tech partnerships established
- Number of market research studies completed
- Number of public outreach materials developed and distributed
- Number of residents engaged through outreach and feedback sessions
- Amount of funding secured for clean tech research and development
- Number of collaborative projects launched with partner institutions

Community Workshop (Stantec Staff Photo)

ACTION

18

PROVIDE TECHNICAL ASSISTANCE TO SMALL AND RURAL PARISHES FOR RESILIENCE AND INFRASTRUCTURE UPGRADES

The RPC can support small and rural parishes in advancing climate resilience by providing shared staff resources, model policies, and coordinated applications for infrastructure improvements that are based on the needs of individual communities. This approach builds local capacity to pursue funding, implement upgrades, and align with regional climate goals.

Authority to Implement

RPC staff, state agencies (e.g., Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), DOTD), and federal partners (e.g., FEMA, HUD) can provide direct support and funding access to local governments for planning and implementation.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Identify priority parishes with limited capacity for resilience planning and infrastructure development	2026–2027
Deploy shared technical staff to assist with grant writing, project scoping, and policy development	2026–2029
Create and distribute model ordinances and planning templates tailored to local needs	2026–2027
Facilitate joint applications for federal and state funding to support multi-parish infrastructure upgrades	2026–2027
Monitor progress and provide ongoing support to ensure implementation and compliance	2027–2028

Tracking Progress

Progress will be tracked based on:

➤ Number of entities receiving technical assistance

➤ Number of shared staff deployed

➤ Number of model policies adopted

➤ Number of joint funding applications submitted

➤ Percent of assisted parishes implementing resilience upgrades

Above Ground Power Lines Are At Risk From High Winds (Stantec Staff Photo)

ACTION 19

ACTIVATE REGIONAL VOLUNTEER NETWORKS FOR CLIMATE RESILIENCE

This strategy supports climate action by building a coordinated regional framework to mobilize volunteers and civic partners for resilience activities such as tree planting, heat relief, and disaster response. It strengthens community capacity, fosters public engagement, and connects residents with philanthropic and industry partners to accelerate climate adaptation and equity.

Authority to Implement

Local governments, RPC staff, nonprofits, and community organizations can mobilize and coordinate volunteers for resilience activities, supported by regional planning and emergency management frameworks.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Collaborate with parish governments to co-design a regional volunteer and civic engagement framework.	2026–2027
Establish partnerships with philanthropic organizations and local industries to support and sustain volunteer efforts.	2026–2030
Launch a centralized platform to coordinate volunteer opportunities and resilience events across parishes.	2026
Develop and deliver training for volunteers and community leaders on climate communication and outreach.	2026–2030
Track participation and outcomes to inform future engagement and investment strategies.	2027 Onwards

Tracking Progress

Progress will be tracked based on:

➤ Number of volunteers engaged annually

➤ Number of training sessions delivered

➤ Number of philanthropic and industry partnerships formed

➤ Percent of participants reporting increased understanding of climate risks

Industrial facilities generate a total of 65.6% of Southeast Louisiana's greenhouse gas emissions.

This is the highest-emitting sector in the region, but also the hardest to abate. Please see **Appendix A** for more detail on how industrial sector emissions were accounted for in the planning process.

➤ Emissions from industry are generated from:

- On-site fuel combustion
- Flaring or leaking of methane and other gases
- Chemical reactions during industrial processes

Emissions can be reduced by switching to alternative feedstocks like green hydrogen, enhanced methane/flare gas emission limits, investing in energy efficiency projects, and implementing new production processes that are less emissions intensive.

Current sector emissions and predicted emissions reductions from proposed actions are shown below:

➤ **Sector total emissions baseline (2019): 43,612,625 metric tons CO$_2$e**

- Sector reductions in 2030: 1,511,132 metric tons CO$_2$e
- Sector reductions in 2050: 1,621,042 metric tons CO$_2$e

Plant at Mississippi river bank. Louisiana (Adobe Stock Photo)

PRIORITY ACTIONS

ACTION TYPE   **GHG Reduction**
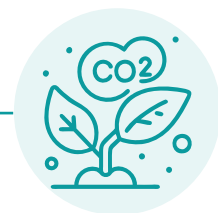
ACTION 20 Achieve a 10% Enhancement in Energy Efficiency and 20% Renewable Integration in Industrial Facilities

ACTION 21 Meet 25% of New Industrial Energy Demand with Renewable Sources by 2035

ACTION TYPE   **Supporting**

ACTION 22 Analyze Market Potential for Low-Carbon Materials and Carbon Capture

ACTION 23 Design Voluntary Clean Industry Zone Overlays

INDUSTRY

ACTION 20
ACHIEVE A 10% ENHANCEMENT IN ENERGY EFFICIENCY AND 20% RENEWABLE INTEGRATION IN INDUSTRIAL FACILITIES

This action seeks to achieve a 10% improvement in energy efficiency and 20% renewable energy integration among small- and medium-sized industrial facilities across Southeast Louisiana. By developing a Louisiana-specific decision-support tool and strategic guidance framework, the initiative can help facilities assess the lifecycle cost benefits of energy efficiency upgrades and renewable integration while supporting regional GHG reduction goals. The framework will include modules for financial modeling, emissions tracking, and scenario planning to align with state and federal energy and decarbonization objectives.

From 2026 to 2029, the RPC can work with state agencies, utilities, and industrial partners to develop and pilot the decision-support tool, provide technical training, and establish pilot programs offering financial incentives and energy audits. Beginning in 2030, measurable reductions in energy use and GHG emissions can be realized as facilities implement clean energy technologies and electrify low- and medium-temperature heat processes.

Authority to Implement

The RPC can coordinate regional deployment and data tracking, while industry groups, utilities, and state agencies, such as the Louisiana Department of Natural Resources (LDNR) and Louisiana Economic Development (LED), will lead technical support and incentive delivery.

Estimated Cost

The estimated coordination and program development cost is $12–15 million through 2035. The RPC's role would be limited to tool design, training, and data management. Direct facility capital and retrofit costs will be financed through federal and state industrial decarbonization grants.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	1,368,928	1,453,614	30,220,215
Total Natural Gas Saved (MMBTU)	25,773,155	27,367,556	568,963,554
NO_x Reduction (Metric Tons)	<1	<1	<1
$PM_{2.5}$ Reduction (Metric Tons)	<1	<1	<1
CO Reduction (Metric Tons)	<1	<1	<1
Potential Cost Savings	$329,568,520	$349,956,567	$7,275,495,550

ACHIEVE A 10% ENHANCEMENT IN ENERGY EFFICIENCY AND 20% RENEWABLE INTEGRATION IN INDUSTRIAL FACILITIES

Implementation Steps

Implementation will begin in 2026 with the creation of a Louisiana-specific industrial energy efficiency and renewable integration framework. Between 2027 and 2029, the RPC can pilot the decision-support tool with a small cohort of industrial partners, evaluate program outcomes, and prepare for regional deployment. By 2030, facility-level upgrades and renewable integrations will begin generating measurable energy and cost savings, continuing through 2050.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Develop decision-support tool and guidance framework	2026–2027
Pilot test tool with industrial facilities and utilities	2027–2028
Launch training, technical assistance, and incentive coordination	2028–2029
Full-scale implementation and measurable GHG reduction	2030–2040
Evaluate performance and update industrial guidance framework	2041–2050

Tracking Progress

Progress will be tracked based on:

➤ Percent of facilities using the decision-support tool annually

➤ Average energy efficiency improvement per facility

➤ Total GHG emissions reduced (metric Tons CO_2e)

➤ Installed renewable capacity (kW or MW)

➤ Lifecycle cost savings from implemented upgrades

Industrial Facility in Southeastern Louisiana (Stantec Staff Photo)

INDUSTRY

ACTION

21 — MEET 25% OF NEW INDUSTRIAL ENERGY DEMAND WITH RENEWABLE SOURCES BY 2035

This action seeks to achieve 25% of new industrial energy demand in Southeast Louisiana through renewable energy sources such as solar, wind, and geothermal by 2035. The initiative focuses on creating a coordinated regional framework for renewable integration into industrial operations, reducing emissions, and lowering long-term energy costs. By engaging utilities, industrial partners, and generation facilities, the effort will advance distributed generation, clean energy procurement, and infrastructure modernization tailored to the needs of high-energy industrial users.

Authority to Implement

The RPC is positioned to facilitate the clean energy transition by developing the necessary regional planning tools, procurement models, and partnerships to support renewable energy adoption. The RPC can work with state and federal partners, including regulatory commissions, to establish infrastructure incentives, streamline permitting, and promote innovative financing mechanisms that reduce deployment barriers for onsite and offsite renewable systems. Participating utilities, industrial facilities, and developers will have the authority to implement renewable installations and power purchase agreements, driving measurable reductions in GHG emissions and energy costs. This coordinated authority and guidance can enable utilities and industries to collectively meet at least 25% of new energy demand through renewable sources.

Estimated Cost

The estimated coordination and program development cost is $10–12 million through 2035. The RPC's role would be limited to tool design, training, and data management. Direct facility capital and retrofit costs will be financed through federal and state industrial decarbonization grants.

Estimated Benefits & Outcomes

METRIC	2030	2050	CUMULATIVE (2030-2050)
Metric Tons of CO_2e Avoided	142,204	167,428	3,826,793
Total Natural Gas Saved (MMBTU)	321,524	378,558	8,652,437
NO_x Reduction (Metric Tons)	98	116	2,641
SO_2 Reduction (Metric Tons)	<1	<1	<1
Potential Cost Savings	$38,582,935	$45,426,924	$1,038,292,396

MEET 25% OF NEW INDUSTRIAL ENERGY DEMAND WITH RENEWABLE SOURCES BY 2035

Implementation Steps

Implementation can begin in 2028 with coordination among utilities, industrial stakeholders, and generation providers to identify feasible renewable pathways. Between 2028 and 2030, the RPC can lead the development of planning tools and clean energy procurement models, while also facilitating interconnection processes and permitting. By 2030, industrial facilities will begin adopting renewable energy systems and entering clean power purchasing agreements. These installations are expected to produce measurable reductions in GHG emissions and fuel costs by 2035.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Conduct regional renewable energy integration assessment	2028–2029
Develop renewable procurement and financing models	2029–2030
Pilot renewable installations at industrial facilities	2030–2032
Achieve 25% renewable share of new industrial demand	2035
Evaluate performance and update renewable deployment strategy	2036–2040

Tracking Progress

Progress will be tracked based on:

➤ Percent of new industrial energy demand met by renewables

➤ Installed renewable capacity (kW/MW)

➤ Number of facilities with onsite renewable system

➤ Total GHG emissions reduced (metric Tons CO_2e)

➤ Number of projects supported by incentives or financing programs

Offshore Windfarm (Adobe Stock Photo)

ACTION 22

ANALYZE MARKET POTENTIAL FOR LOW-CARBON MATERIALS AND CARBON CAPTURE

This action involves conducting a regional market analysis to evaluate opportunities for low-carbon materials and carbon capture technologies. The RPC can assess international market trends, policy drivers, and pricing to align with regional and state-level economic development strategies and identify pathways for climate-aligned industry growth. They can also identify international market opportunities and trade dynamics relevant to regional industries and evaluate how global policy and economic trends align with Louisiana's and the Gulf Coast's development goals.

Authority to Implement

Supported by federal and state clean industry initiatives, RPC staff, academic institutions, economic development agencies, and industry partners can lead market analysis and convene stakeholders.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Commission a comprehensive market study focused on low-carbon materials and carbon capture technologies.	2026
Assess current cost ranges and pricing trends for low-carbon goods and services.	2026–2027
Share findings with economic development agencies, industry partners, and workforce planners to inform investment and training strategies.	2027 Onwards

Tracking Progress

Progress will be tracked based on:

➤ Number of regional firms engaged in low-carbon material or carbon capture sectors

➤ Completion of market research report

➤ Investment or grant funding secured for pilot projects

➤ Stakeholder engagement events held (e.g., workshops, roundtables)
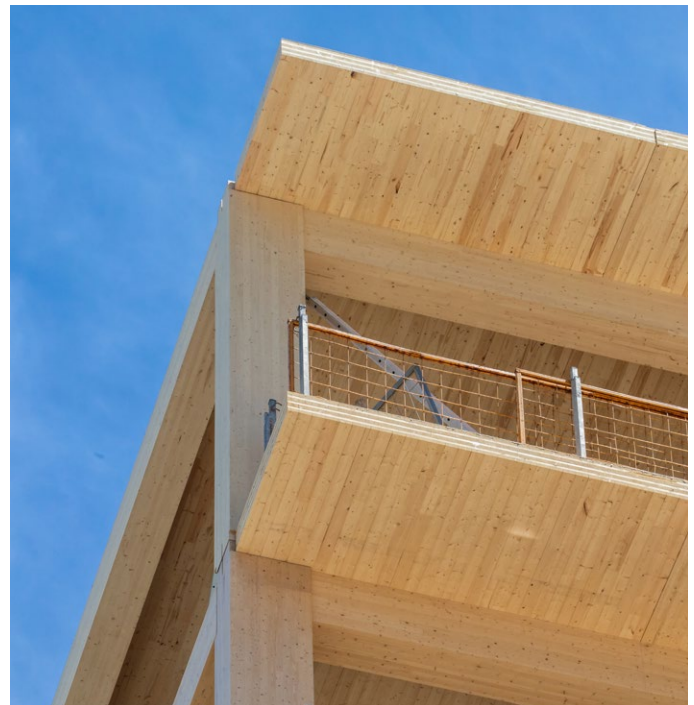
Mass Timber Is An Example of Low-carbon Material (Adobe Stock Photo)

ACTION 23 — DESIGN VOLUNTARY CLEAN INDUSTRY ZONE OVERLAYS

This action involves developing model overlays for voluntary "Clean Industry Zones" that integrate clean energy, resilience, and emissions reduction features. The RPC can provide zoning and land use templates to help local governments guide industrial development toward climate-aligned outcomes.

Authority to Implement

Local governments, RPC planners, and economic development entities can design and promote voluntary clean industry zones, with technical support from state agencies (e.g., Louisiana Department of Environmental Quality, Louisiana Economic Development, Louisiana Public Service Commission) and alignment with local land use plans and climate goals.

Implementation Milestones & Schedule

MILESTONE	TIMEFRAME
Identify candidate industrial areas for voluntary clean zone overlays based on emissions, energy use, and climate vulnerability	2026
Draft model overlays that incorporate clean energy infrastructure, resilience standards, and emissions reduction strategies	2026
Develop zoning and land use templates for local governments to adapt and adopt	2026
Engage stakeholders, including industry, utilities, and local planners, to refine and pilot overlays	2027 Onwards
Monitor adoption and performance to inform future updates and regional scaling	2027 Onwards

Tracking Progress

Progress will be tracked based on:

➤ Development of model overlay

➤ Number of local governments adopting templates

➤ Number of clean industry zones established

➤ Percent of industrial land covered by overlays

➤ Estimated emissions reductions from zone implementation

Regional Benefits

Not only do the climate action strategies respond directly to community priorities, they have also been designed to collectively optimize community benefits. Each action was developed through an iterative process of refinement, working off community feedback, checking in with subject matter experts, and analyzing the potential for benefits in risk reduction, public health, local economies, and historically disadvantaged communities. These actions were formulated to achieve much more than just emissions reduction or better preparation for extreme weather—they represent a pathway toward a safer, healthier, and more prosperous future for all residents.

Many of the actions presented here help better align regional priorities and strengthen communication between regional governments. These foundational steps are necessary to position the region for current and future projects that address the most pertinent climate hazards. When Southeast Louisiana can come together and collectively address solutions to reduce pollution, preserve ecosystems, prepare for inevitable storms, and position legacy industries for up-and-coming technology changes, everyone benefits.

Southeast Louisiana prioritizes clean air and water, family-supporting jobs, and initiatives that bring wealth and prosperity to the region. This process has been designed with co-benefits of climate action at the forefront. Proposed action strategies prioritize measures that help Louisiana ride the leading edge of the clean technology wave. Discussions about emissions concern not only planet warming carbon dioxide, but the air pollutants that directly affect communities living next to industry. Investments in renewable energy production have the potential to open growing international markets and take advantage of the region's ports. **Climate action is not a constraint on growth, but a way to align regional planning with future conditions for the most cost-effective use of resources.**

Lifting All Boats: Recognizing Co-Benefits of Emission Reduction & Climate Adaptation

Even though the action strategies are framed in terms of climate action, they are intentionally designed to deliver multiple, tangible benefits to Southeast Louisiana communities, beyond greenhouse gas reduction and protection from extreme weather. Efforts to reduce emissions—such as improving energy efficiency, transitioning to cleaner transportation, and modernizing infrastructure—also lower air pollutants, leading to **improved public health outcomes** and reduced healthcare costs.[74] Natural system restoration projects that store carbon enhance biodiversity, **strengthen wildlife habitats**, and preserve the working landscapes and waterways that sustain local economies.[75]

Restoring wetlands and natural buffers also **improves water quality** and prevents soil erosion.[76] Expanding green space and tree canopy helps **reduce urban heat**, enhances mental well-being, and creates safer, more walkable neighborhoods (see **Figures 18 and 19**).[77] Energy efficiency and weatherization programs **lower household energy costs**, reducing the burden on low-income families.[78] Locally, the transition to clean energy and resilient infrastructure will also **create skilled jobs** in construction, restoration, and maintenance—building community wealth and capacity.[79]

These strategies also help protect the cultural and economic foundations of Southeast Louisiana. Investments in resilient energy, water, and transportation systems can minimize outages during storms, ensuring essential services remain available when they are needed most. Protecting wetlands, bayous, and swamps not only safeguards communities from flooding, but also preserves cultural heritage tied to these landscapes— including legacy shrimping and fishing industries, traditional land stewardship, and the shared identity of coastal life. Collectively, these measures have been designed to strengthen the region's ability to thrive in the face of change, keeping its people, environment, and economy aligned toward a more resilient and prosperous future.
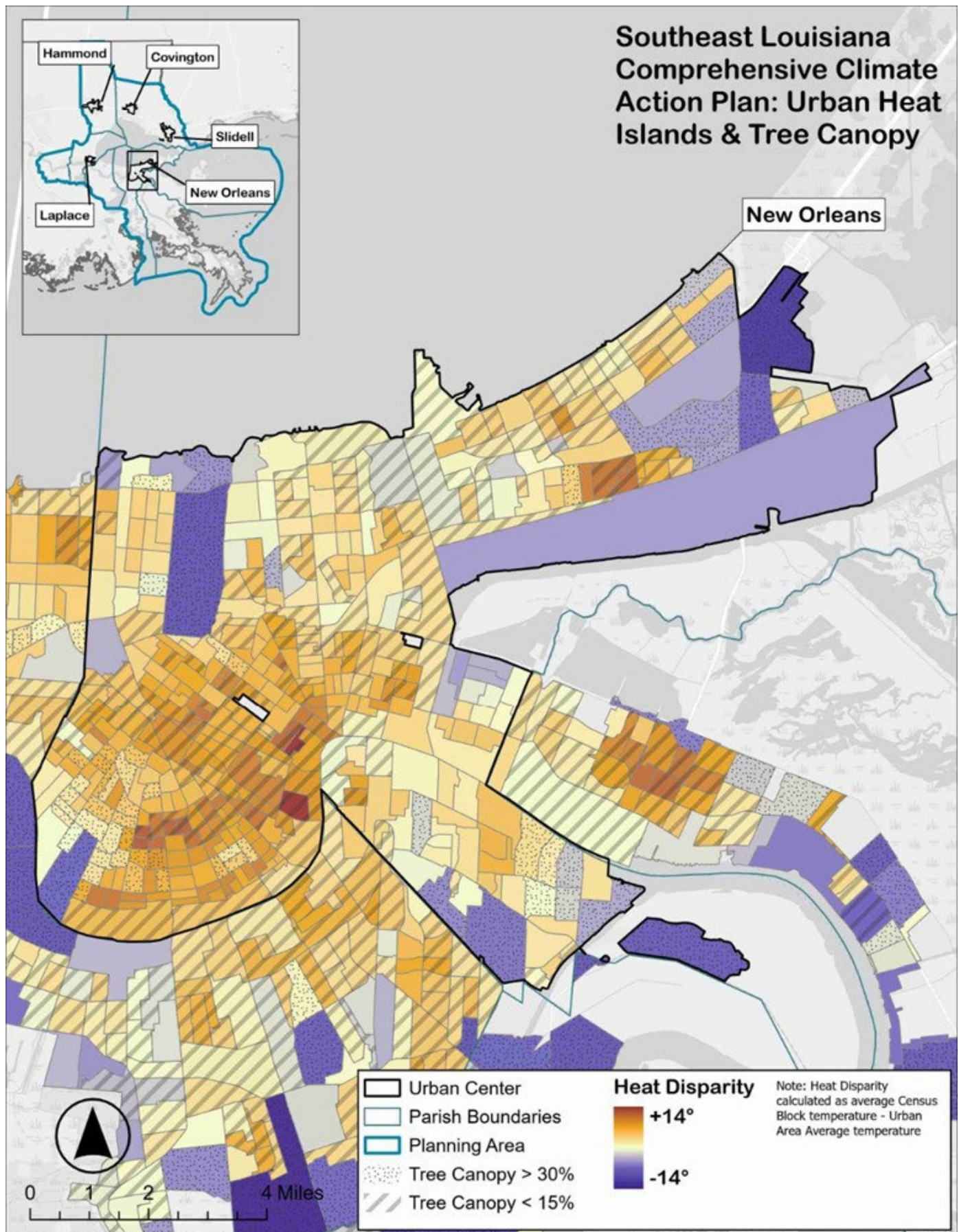
Figure 17: Urban Heat Islands and Tree Canopy Coverage in New Orleans, Louisiana.[80]

Although these co-benefits will be realized across populations, low-income and disadvantaged communities are disproportionately impacted by investments and environmental decisions. As such, considerations for how and where investments are made should use demographic and socio-economic data to strategically invest in the region's most disadvantaged communities. The map shown in **Figure 19** shades all census tracts identified as low-income or disadvantaged by the US EPA Climate and Economic Justice Screening Tool. For more detail, see **Appendices F** and **I.**
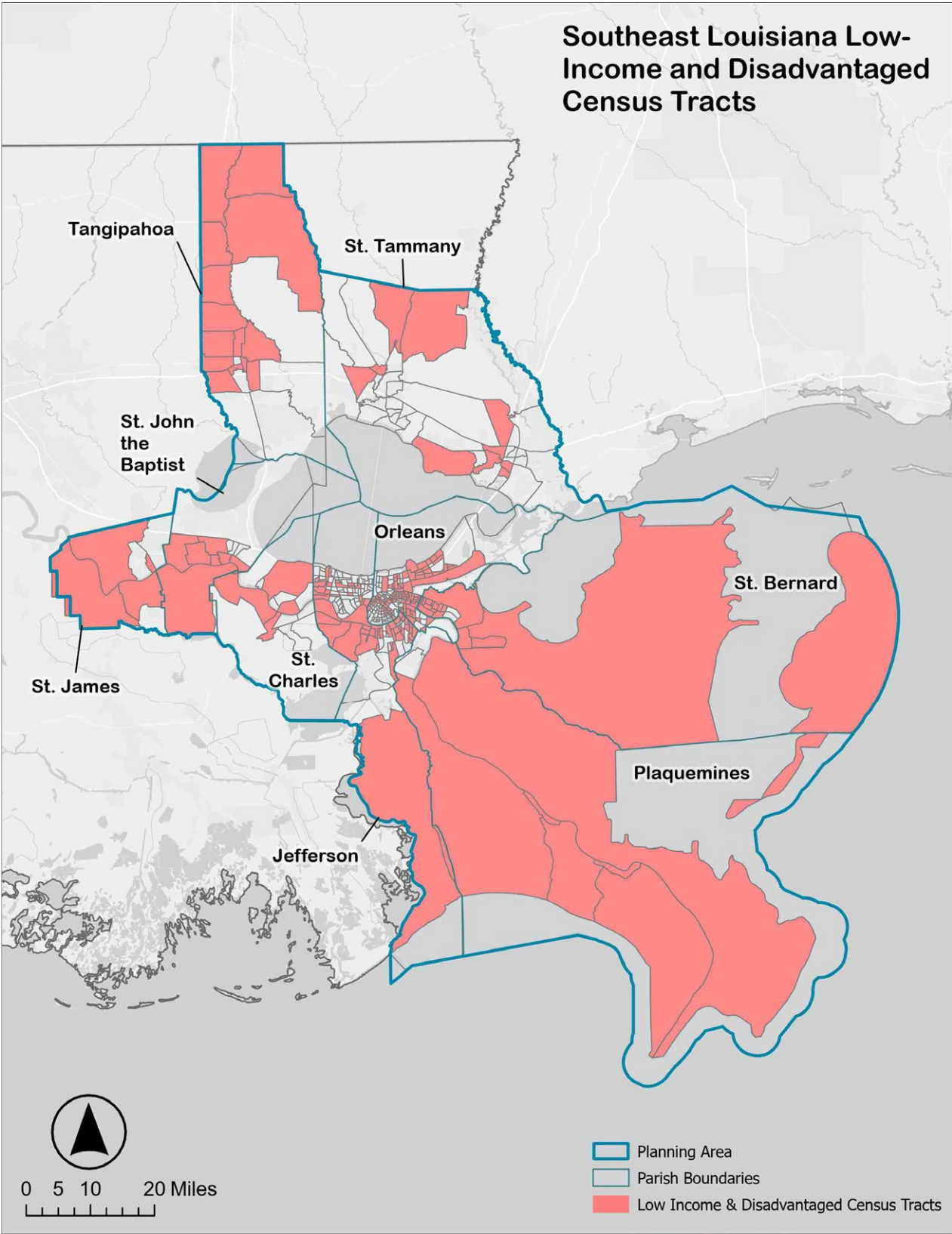
Figure 18: Southeast Louisiana Low-Income and Disadvantaged Census Tracts

Many of the GHG reduction actions presented above also include estimates for associated reductions in hazardous air pollutants like NO_x, SO_2, CO, and $PM_{2.5}$ that can lead to respiratory illnesses. Data shows that low-income and minority communities experience on average 28% more NO_2 pollution than high-income communities. This disparity is due to proximity to major roadways and industrial sites.[81] More detail on co-pollutant reduction estimates and methodology can be found in **Appendix G** and in the individual action tables under Priority Actions.

During the planning process, considerations for low-income and disadvantaged communities were taken at every step. Community outreach to a diverse group of residents took place in accessible locations like libraries, farmers' markets, and gymnasiums for a total of four pop-up events (in St. Bernard, St. Charles, Plaquemines, and Tangipahoa parishes) and three open house community meetings (in Orleans, St John the Baptist, and Tangipahoa parishes). Community priorities have helped shape the final climate action strategies by influencing the refinement of preliminary climate action strategies. See **Appendix C** for more information on how community engagement and stakeholder outreach were conducted, as well as consolidated themes and rankings that emerged from community conversations and how these influenced final action prioritization.

As further steps are taken along the path from actions and strategies to implementation, attention to equity and community priorities will guide investments to maximize benefits for historically disadvantaged populations.

Community Feedback During Pop-up Event (Hawthorne Staff Photo)

Enabling Conditions & Resources

CHAPTER 7

Enabling Conditions & Resources

This Plan marks a transition, not an endpoint. Implementation and monitoring of selected actions will continue through 2027. To support the next phase, key considerations are outlined below. These include the scope of implementation authority, workforce development objectives, and funding mechanisms for proposed projects.

The RPC & Authority to Implement

The RPC plays a unique role in the implementation of these action strategies. As a regional planning commission, its primary authority lies in long-range planning instead of direct project execution. The strategies in this Plan have therefore been intentionally designed to leverage the RPC's strengths, with many focusing on coordinating and convening municipal governments, nonprofit organizations, and other regional stakeholders. Others emphasize developing shared resources, such as data dashboards, policy models, and guidance tools, that can enable local entities to take action effectively within their own jurisdictions. By positioning the RPC as a facilitator and resource hub, the Plan maximizes regional impact while respecting the limits of the RPC's direct operational authority.

Heavily Travelled Bridge Over the Mississippi Bridge, Crescent City Connection (RPC Staff Photo)

Workforce Landscape

Coordinated implementation of priority climate actions across Southeast Louisiana will require the activation and mobilization of a large, skilled workforce capable of supporting both mitigation and adaptation strategies. The region's labor market plays a central role in enabling progress across sectors such as transportation, buildings and energy, water systems, and emergency management. While this presents a significant opportunity to grow high-quality green jobs (see **Appendix B** for a definition of 'green jobs'), it also demands a clear assessment of current workforce capabilities. Planning for equitable career transitions, expanding access to training, and ensuring inclusive participation across communities will be essential to building a workforce that can meet the demands of climate action without leaving anyone behind.

Current Conditions

Over the past two decades, Southeast Louisiana has been the focus of extensive research, particularly in the aftermath of Hurricane Katrina. The region's workforce landscape today reflects both the enduring impacts of past disasters and the potential for transformative growth. While traditional sectors such as petrochemicals, shipping, and tourism continue to shape the local economy, these industries have experienced significant job losses due to automation and efficiency improvements.[82]

Despite these challenges, Southeast Louisiana demonstrates notable resilience. The region boasts elevated rates of entrepreneurship, a growing interest in environmental services, and steady improvements in educational attainment. However, recent data indicates that the area continues to struggle in fully recovering its pre-disaster economic trajectory (see **Figure B-1** in **Appendix B**). [83]

To better understand the evolving workforce dynamics, **Table 3** outlines key barriers and opportunities across four thematic areas. Unless otherwise noted, workforce data is representative of the nine-parish planning region ("Southeast Louisiana") recognized by this Plan.

*Table 3: Barriers and Opportunities in Southeast Louisiana Workforce Landscape* [84, 85, 86]

THEME AREA	BARRIERS	OPPORTUNITIES
Economic Transition	Decline in employment in legacy industries of oil & gas, tourism, and chemicals* Fewer jobs and smaller population than Pre-Katrina *These industries can be thought of as Southeast Louisiana's "legacy industries" because they have been foundational and enduring parts of the region's economy	Documented growth in environmental services and clean energy sectors; Large projected growth in renewable and energy efficiency jobs; High entrepreneurship and business startup rates above national average
Education & Skills	Educational attainment below peer metros (20% bachelor's vs. 40% in top metros); Skills mismatch in emerging sectors like water management and energy	Rising attainment levels now match national averages Strong community college and training infrastructure for upskilling
Infrastructure & Risk	Many properties at major or extreme flood risk; Ongoing land loss and housing vulnerability	Significant Federal and State investments in grid upgrades, flood resilience, and weatherization
Equity & Inclusion	Racial disparities in employment and wealth; Regional poverty rate at 17.19% is higher than peer metros	Strong place attachment; higher than average percent native-born populations foster community cohesion; Rich tradition of social clubs and grassroots organizing

Employment Projections

Overall, the region is expected to experience a 1.2% growth in employment across all occupations between 2025 and 2035.[87] Looking ahead, the largest growth is projected in healthcare and tourism related occupational sectors, including service workers, under a business as usual (BAU) scenario (see **Figure 20**).[88] A BAU scenario assumes that laws, regulations, and economic conditions remain stable throughout the projection period. However, implementing the climate action plan is not BAU, and significant policy and industrial changes can shift these projections.

At a minimum, BAU projections highlight sectors with existing workforce capacity that can be leveraged for climate action. Yet, to fully realize CCAP objectives, strategic workforce development initiatives, including reskilling, upskilling, and targeted recruitment will be essential to bridge gaps between current labor supply and future needs.
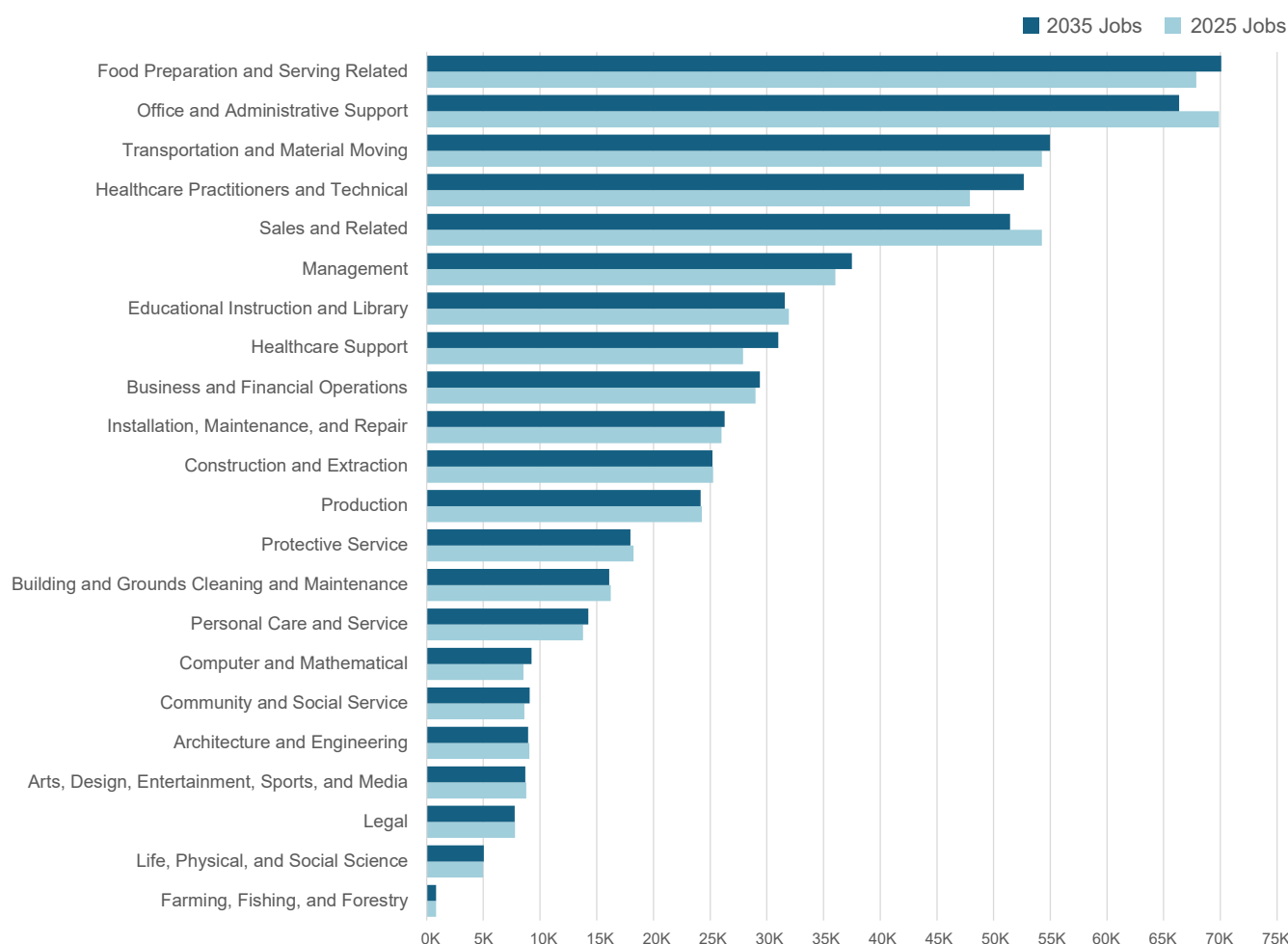
Figure 19: Regional Employment Projections by Occupation (2025-2035)

1. **Healthcare** is the largest occupational sector by both current employment and projected growth (in **Figure 20**, there are two healthcare-related occupation fields that sum to be the largest field). While this trend benefits the regional economy, its role in CCAP implementation is limited.

2. **Construction and Extraction, along with Production occupations** show some decline, indicating waning employment in legacy industries like oil and gas extraction and refinery production.

3. **Transportation and Logistics** roles are projected to grow, signaling strong capacity for fleet transitions and logistics modernization. Workforce training must align these roles with green skills, including electrification and alternative fuel technologies.

4. **Occupations under Installation, Maintenance, and Repair** show moderate growth trends, indicating there is potential to capitalize on growth in the types of jobs needed for clean energy infrastructure installations and efficiency retrofits.

As CCAP measures advance, substantial training and upskilling will be essential to increase the supply of occupations with transferable skills for a low-carbon economy. Bold policy shifts and large-scale investments can accelerate the demand for green jobs beyond current projections. For context, global estimates suggest green job demand has grown by nearly 5.9% annually since 2021, and if that trend continues, readiness will need to scale significantly.[89] Most occupations related to green jobs and CCAP action implementation are expected to grow over the next decade as well, as detailed in **Appendix B**. Meeting this future involves a mix of strategies: adding new skills to existing roles, expanding pipelines for high-demand occupations, and preparing emerging workers for specialized careers.

Strategies for Transition, Retention, & Workforce Readiness

As Southeast Louisiana moves into implementation of this CCAP, workforce development must be treated not as a parallel effort but as a core component of every priority strategy. The following three recommendations respond directly to the region's current conditions: legacy industry decline, educated workforce outmigration, and the need for long-term capacity building. Recommendations are grounded in local best practices and national models.

1. Forecast Workforce Needs & Embed Capacity Building in Every Action

Identify priority occupations needed within five years as CCAP actions scale. Embed detailed workforce forecasting and capacity-building into every climate strategy as it moves from planning to implementation.

SCALING WORKFORCE THROUGH DISASTER RECOVERY FUNDING[90]

In 2021, the City of New Orleans received $388 million in ARPA funds, with $7.4 million directed to workforce development. Programs like Thrive Works Green and LA Green Corps have leveraged recovery funding to train and place residents in climate-critical jobs. Thrive Works Green placed 59 of 99 graduates into living-wage jobs in 2022, while LA Green Corps has placed 91% of its 1,200+ graduates into employment or post-secondary education over 15 years, with 70% remaining employed six months later. These models demonstrate how disaster recovery investments can be harnessed to build long-term workforce capacity in resilience, water, and green infrastructure sectors.

2. Activate Legacy Industries to Spearhead Workforce Transition

Southeast Louisiana has lost jobs in legacy oil, gas, and chemical sectors since 2004 due to automation and efficiency gains.[91] However, the region retains a technically skilled workforce and industrial infrastructure that can be repurposed for clean energy and resilience. As these industries pursue greater efficiency and decarbonization, encourage the development of partnerships and in-house training programs in collaboration with leading workforce training organizations. These efforts can build on existing technical expertise while addressing job displacement caused by automation and evolving skill demands.

FUEL INITIATIVE – SCALING CLEAN ENERGY WORKFORCE INNOVATION[92]

The FUEL (Future Use of Energy Louisiana) initiative, led by Louisiana State University and supported by over 50 partners, is scaling clean energy workforce programs across the state. Backed by a $160 million NSF innovation engine grant, FUEL has already distributed $1 million to 14 workforce projects and plans to invest $45 million more over the next three years.

- Focus areas include solar, hydrogen, energy efficiency, and resilience infrastructure
- Engages K–12, higher ed, and technical programs to build long-term capacity
- Prioritizes inclusive access for underrepresented communities across Louisiana

FUEL exemplifies how Louisiana can build a climate-ready workforce by investing in innovation, education, and equity — without relying on legacy industry transitions.

3. **Retain Educated Talent Through Early Engagement in Planning & Engineering**

The region continues to experience outmigration of educated workers despite its strong cultural identity and social capital, signaling the need for more competitive opportunities.[93] Retaining talent will require clear pathways into climate-aligned careers and expanded entrepreneurial options that allow professionals to build businesses locally. Strategies include creating internship and research pipelines tied to CCAP projects, partnering with workforce entities like Louisiana Economic Development and local incubators to promote business development programs, benchmarking salaries to ensure competitive compensation, and ensuring equitable access to entrepreneurial resources for minority- and women-owned businesses.

LOCAL TALENT PIPELINE – DELGADO & VEOLIA INTERNSHIP MODEL[94]

Delgado Community College partnered with Veolia to launch a hands-on internship program in wastewater and environmental services, placing students directly at New Orleans treatment facilities. The initiative is designed to build technical capacity and create direct pathways to employment in a sector critical to climate resilience.

Delgado graduates account for 1 in every 90 jobs in the region, underscoring the college's role in local workforce development..

See **Appendix B** for detailed current conditions analysis data, training program inventory, and workforce projections by sector.

Balancing Industry Presence with Community Needs

Oil and gas, chemical manufacturing, and other industrial facilities have long been central to Southeast Louisiana's economic landscape. Large industries such as these offer family-supporting jobs and invest money back into local communities. At the same time, industrial sources account for most emissions in the region. Any lasting change regarding climate action in Southeast Louisiana must include the participation of industrial partners.

The necessity of industrial partner participation was reflected in the creation of this Plan. Representatives from the major industrial facilities in the region were invited to attend CCAP planning workshops and focus groups to provide input. Many of these stakeholders were open to making operational changes to reduce pollution, increase efficiency, and reduce GHG emissions, but they routinely stated that either clear return on investment or federal and state incentives were needed for action.

Some legacy industries are already looking into novel, renewable feedstocks for chemical production and biodiesel, and wind power has gained a larger foothold in the Gulf. Entities like the Louisiana Energy Users Group (LEUG), a consortium of industrial facilities in favor of on-site renewable generation, show how industry priorities (e.g., cheap, on-site energy production) can coincide with regional community priorities like more renewable energy generation and fewer air emissions from fossil fuel combustion. These entities have the capital and influence to shift the needle on climate action, and nearby communities play a vital role in shaping that progress.

By working together, communities and industry can ensure that investments in climate and economic resilience generate broad, lasting benefits, such as strong community benefit agreements, local workforce opportunities, and improved environmental outcomes that reflect shared priorities.

Intersection with Other Funding Availability

This section provides a summary-level funding, financing, and policy analysis to support the implementation of climate action strategies. While individual actions were not assessed for specific funding sources, the analysis reflects broader patterns and opportunities that align with EPA guidance and federal funding frameworks.

Many of the prioritized strategies share overlapping goals, sectors, and implementation pathways. Recognizing this, the team developed a funding, financing, and policy analysis to highlight where these actions intersect with existing and emerging funding opportunities—particularly those that support multi-benefit projects across energy, transportation, infrastructure, and natural systems. This approach helps identify scalable investments and collaborative pathways that can accelerate regional climate progress while leveraging available resources efficiently.

Though the funding landscape for climate action initiatives continues to change, a wide array of funding, financing, and policy options are available. These include federal programs (e.g., USDOT, HUD, USDA), state and local initiatives, philanthropic contributions, innovative financing strategies, and policy decisions.

Federal discretionary (competitive) and formula funding programs relevant to CCAP actions include:

- The **Recreational Trails Program (RTP)** is a federal aid program managed through the Louisiana Office of State Parks, Division of Outdoor Recreation. This program will fund recreational trails and trail-related projects.[95] It is a reimbursable 80/20 matching grant with a maximum grant amount of $100,000 for non-motorized and $419,990 for motorized projects. The most recent funding cycle closed on July 1, 2025, and similar timing is anticipated in 2026. This program will fund recreational trails and trail-related projects.[96] Non-motorized recreational trails provide active transportation options which can reduce transportation-related emissions. Increasing the availability of non-motorized transportation options reduces reliance on motor vehicles.

- The **Land and Water Conservation Fund (LWCF)** is another federal assistance program administered by the Louisiana Office of State Parks, Division of Outdoor Recreation. The next application cycle is anticipated to open late winter / early spring of 2026 with an application deadline of April 1, 2026, and will fund projects that align with the State's Comprehensive Outdoor Recreation Plan.[97] LWCF grants can be used to safeguard natural areas, water resources, cultural heritage, and to provide recreation opportunities, which can help reduce GHG emissions. Wetlands sequester carbon, reduce erosion, and increase storm resilience, so the conservation of existing wetlands and construction of new ones is important in the global carbon budget.[98] Furthermore, conservation of land prevents additional emissions from land use changes when those lands would otherwise be developed.

- The **Better Utilizing Investments to Leverage Development (BUILD)** is a competitive discretionary grant program (previously known as RAISE) that funds eligible surface transportation projects. Projects must have a significant local or regional impact and advance the priorities of safety, equity, climate and sustainability, workforce development, job quality, and wealth creation. BUILD can fund planning or capital construction projects up to $25 million with a 20% non-federal match.[99] This program can be used to fund public transit systems, passenger and freight rail, and bicycle and pedestrian facilities. Increasing the availability of non-motorized transportation options reduces car reliance.

- The **Surface Transportation Block Grant (STBG)** program is a federal formula funding program administered by the RPC.[100] STBG funds may be used to preserve and improve the conditions and performance of highways, bridges, and public roads; pedestrian and bicycle infrastructure; and transit. Investments in transportation infrastructure can yield reductions in GHG emissions, especially those made in non-motorized transportation and transit. Investments in highways, bridges, and public roads can also lead to more efficient movement of people and goods, which can result in GHG emission reductions. STBG funds flow to states through a Federal apportionment. The Federal Highway Administration (FHWA) provides STBG funds to states through a population-based formula. Then, STBG funds are allocated within the State of Louisiana by the Louisiana Department of Transportation and Development (LADOTD), which sub-allocates a portion of the state's STBG funds to MPOs based on a formula. Local selection of projects is coordinated by the MPOs, which are responsible for prioritizing and programming projects within their planning areas that align with regional transportation priorities.

- Similarly, **Community Development Block Grants (CDBG)** are federal funds from the Department of Housing and Urban Development (HUD) that are distributed to states and entitlement communities via formula funding, including cities with more than 50,000 people and counties/parishes with populations more than 200,000 . Entitlement communities in the region that receive CDBG funding directly from HUD include: the City of Hammond, Jefferson Parish, the City of Kenner, the City of New Orleans, the City of Slidell, and St. Tammany Parish. The Louisiana Office of Community Development (OCD) administers the program. Funds can be used for various activities, such as improving infrastructure, providing public services, and supporting economic development, all with the goal of benefiting low- and moderate-income residents. CDBG funds are flexible, so they can support a wide range of decarbonization and GHG reduction efforts in housing, economic development, acquisition of real property, public facilities, and infrastructure, depending on the communities' HUD-approved plans.[101] For example, CDBG funds can support the rehabilitation of existing housing to be consistent with HUD's Minimum Energy Standards, or the construction of new affordable rental housing that adheres to these standards.[102] Over the past three years, the City of New Orleans received approximately $12.5–$12.9 million annually in CDBG funding and has largely supported affordable housing programs and blight removal.[103]

- US Economic Development Administration recently issued **an FY 2025 Disaster Supplemental Grant**[104] Notice of Funding Opportunity (NOFO) to support economic recovery activities in areas that received major disaster declarations because of hurricanes, wildfires, severe storms and flooding, tornadoes, and other natural disasters occurring in calendar years 2023 and 2024. New in 2025, the program will provide funding through three funding pathways:

  1. **Readiness Path** – Non-construction projects to build local capacity and prepare for future implementation projects. Readiness projects include funding for recovery strategies, disaster recovery coordinators or other capacity building activities, and pre-development expenses. Grants range from $250,000-$500,000 and is an open application process.

  2. **Implementation Path** – Standalone construction and non-construction projects that help communities recover from major disasters and advance recovery and growth, improving economic outcomes. Grants range from $100,000-$20 M; open-application process.

  3. **Industry Transformation Path** – Coalition-led, multi-project portfolios that transform regional economies through industry development. These grants can fund a mix of construction and non-construction projects. Grants range from $20-$50 M with an application deadline 3/3/26.

These EDA funds can support projects that reduce GHG emissions while also helping communities recover from major disasters. For example, industry transformation grants can support diversification of regional economies by stimulating the development of less carbon intensive industries and training the workforce to be more able to take advantage of those shifts. Additionally, projects with GHG reduction co-benefits would be eligible if they fit within the broader categories described in program guidance (e.g., infrastructure upgrades, hazard mitigation, resilience planning).[105]

State Funding Programs

State funding programs may be used as matching funds for federal programs, provided the state funds do not originate from a federal source. One exception is the use of HUD CDBG-DR funds, which may be used as a local match for other Federally funded projects. Additionally, state funds can be used independently for projects without federal involvement. Louisiana state agencies like OCD, DOTD, and Louisiana Economic Development (LED) provide grants that support infrastructure improvements, economic development, and resilience initiatives. Eligible projects may include infrastructure enhancements and hazard mitigation efforts that also offer GHG reduction benefits. Some key programs include the Local Government Assistance Program and the Community Water Enrichment Fund; however, these are for municipalities and parishes that are identified by the US Department of Housing and Urban Development (HUD) as **non-entitlement communities.**

Philanthropic Funding

Philanthropic funding can also be used to match federal or state funding programs, or fund standalone projects. There are numerous examples of foundation grants, and this is not meant to be an exhaustive list. Three particularly relevant examples include:

- The Waste Management Charitable Contributions Program funds initiatives that align with its sustainability and community impact goals. Waste-related emissions—primarily methane from landfills and CO_2 from material production—account for a significant share of climate impacts. It will fund projects aligned with Environmental Stewardship, Environmental Education, Sustainability Education, and Community Vitality & Civic Engagement. For example, local reuse centers, community composting, or training in sustainable materials management and circular economy principles are eligible activities.[106]

- The Oak Foundation offers grants for climate change initiatives, including its Global Climate Initiatives program and the Climate Justice Resilience Fund, focusing on clean energy, sustainable food, reducing emissions in cities, and empowering communities to build resilience to natural hazards.[107]

- The Climate Resilience Fund brings together climate and environmental funders to help communities adapt to climate change. The Fund's active grantmaking program, the Climate Smart Communities Initiative, provides grants for communities to work with climate adaptation experts on resilience-related plans or projects.[108]

Innovative Financing Strategies

Innovative financing strategies can help communities enhance regional resilience. Examples include public-private partnerships, opportunity zones, business improvement districts, green bonds, tax increment financing, local user fees, rate and rate relief structure, and land value capture.

Public-private partnerships are collaborations between government agencies and private-sector companies or foundations to finance and/or develop infrastructure. One initiative, Finance New Orleans, is working with local contractors, small businesses, and international firms to develop new technologies and methods for sustainable development. In 2024, Finance New Orleans held the Resilient New Orleans Innovation Challenge Showcase, a contest to identify new technologies to test in single-family home construction projects throughout the city.[109] In Mountain View, CA, the publicly and privately funded Mountain View Transportation Management Association

runs the MVgo shuttle, offering free rides around the city to residents and commuters, and connections to existing regional rail services.[110] In the San Francisco Bay Area, there are several examples of public-private partnerships operating shuttle buses for employees throughout the region. In San Francisco, shuttles are required to used designated stops in shared zones and pay a fee per stop.

Public-private partnerships can also be used to develop community amenities. In Bentonville, Arkansas, Walmart's new corporate campus includes development of more than 20 buildings, an outdoor amphitheater, more than 40 miles of bike trails, and many other amenities.

New York City's Permanent Affordability Commitment Together (PACT) program allows public housing developments to receive comprehensive renovation, enhanced property management, and expanded social services. PACT developments depend on partnerships with private and non-profit development partners who will lease the land from NYCHA and conduct repairs and serve as the new on-site property manager.

Opportunity Zones (OZs) are re-emerging as a powerful tool for driving investment into economically distressed communities. They have significantly contributed to affordable housing development and green building initiatives, leveraging tax incentives to attract private capital. EPA guidance helps communities align OZ investments with sustainable redevelopment goals. OZ tax benefits have supported clean energy, energy efficiency, and resilient infrastructure projects. OZs are increasingly paired with green banks and climate-friendly financing programs to retrofit buildings and construct energy-efficient housing.[111]

Business improvement districts (BIDs) are privately directed and publicly sanctioned organizations where businesses and property owners pay a fee to fund local improvements and services. The Charleston Downtown BID, the US Army Corps of Engineers and the City of Charleston have partnered together to rehabilitate the city's historic brick arch stormwater drainage system on the Charleston Peninsula and to support the design of the next phase of the Dupont-Wappoo Watershed Master Plan in West Ashley. This effort, authorized under a federal environmental infrastructure program, aims to improve stormwater management, enhance public safety, and strengthen the reliability of critical drainage systems in two of the city's most flood-prone areas.[112]

Resilience improvement districts: These are structured similar to BIDs. One example is the Gentilly Resilience District in New Orleans, which is a combination of efforts across Gentilly to reduce flood risk, slow land subsidence, and encourage neighborhood revitalization. The city's first Resilience District uses various approaches to water and land management that have been successfully

piloted throughout New Orleans and, when implemented together, are intended to create even greater neighborhood benefits.[113]

Green bonds are a fixed-income debt instrument in which an issuer borrows money from investors for use in sustainability-focused projects. San Francisco has successfully used green bonds to finance low-carbon and climate resilient projects since 2015. In 2015, the Public Utilities Commission issued green bonds to fund critical repairs in the 90-year-old Mountain Tunnel as a part of a rehabilitation project. The tunnel is an integral part of the regional water system and supplies continuous drinking water to 2.7 million people in the Bay Area.[114] New Orleans' 2025 Bond Proposition authorizes the City to issue bonds to fund major capital improvements. The proposition includes funding for infrastructure, stormwater and drainage, and affordable housing.[115]

Tax Increment Financing (TIF) is a method of financing a project or development in a designated geographic area based on the anticipated increase in property tax revenue that will be generated by the project.[116] The Atlanta Beltline, a linear park redevelopment effort that aimed to reconnect communities and increase greenspace access, was partially funded through TIF. The TIF is projected to collect $3 billion in revenue.[117]

Local user fees, such as utility surcharges, allow utility providers to raise funds for the continued maintenance and improvement of a utility. Fees can be priced to cover both delivery and maintenance of existing infrastructure, and new investments in additional infrastructure to increase flood resilience. Municipalities across the United States have enacted stormwater utility fees to raise funds to manage and maintain stormwater infrastructure and reduce flooding. Louisiana authorized stormwater utility fees in 2022. Several cities in Georgia, Florida, and Tennessee have stormwater utility fees in place.

Rate and rate relief structures can be designed to automatically accelerate resilience work. For example, property owners can be charged stormwater utility fees based on the amount of impervious surface coverage on their property, creating an incentive to reduce elements of the built environment that contribute to high rates of stormwater runoff. This also ensures that user fees are based on their contribution to stormwater runoff. Credit programs can also be put in place to reward property owners that install stormwater retention structures with lower fees.

Land value capture is a financing tool that allows local governments to charge fees and taxes to developers and property owners in order to capture the increase in land value resulting from public investments. This raises revenue that can then be reinvested into community and city services. Boston city officials established the Climate

Resiliency Fund to help finance the berms, seawalls, and natural systems that will help protect buildings in the vulnerable Seaport district and other potential flooding hotspots.[118]

Policy Decisions

Policy decisions can also help municipalities drive climate action. These include regional planning to achieve economies of scale, reducing insurance rates through quantifiable flood risk mitigation, capital budgeting through a climate equity lens, negotiating consent decrees to embed climate action and resilience-related functions into existing governance structures, insurability planning, and self-insurance against damages from climate-related hazards.

Regional planning efforts can allow parishes with limited financial or governance capacity to achieve economies of scale. By pooling their resources, smaller parishes can expand their purchasing and operation power to develop regional responses and programs, or commission the development of higher quality recommendations. Example efforts include the Louisiana Watershed Initiative's support for the Capital Region Planning Commission work to create a regional plan for flood risk mitigation, which result in the *Greauxing Resilience at Home: A Regional Vision* report.[119] After Hurricane Sandy, municipalities within New York state came together to identify needs and solutions at a regional scale, resulting in documents like the *NY Rising Community Reconstruction Plan: Towns of Shandaken and Hardenburgh*.[120]

Quantifiable flood risk mitigation activities at the building level can lead to reductions in home insurance rates for community members. In certain areas within Alabama, Georgia, Mississippi, North Carolina, and Oklahoma, state legislation requires insurance companies to offer premium discounts or insurance rate reductions for structures that adhere to the Fortified Home Standard.[121] A study within Alabama, one of the earlier adopters of such legislation, is already showing financial benefits for both homeowners and insurers.[122] The Fortified Home Standards involve building or retrofitting roofs, and other building components to better weather high winds, hurricanes, and hail events. Louisiana lawmakers passed a statute in 2023 mandating home insurance discounts for structures that meet the Fortified Homes. In October 2025, Louisiana's Department of Insurance announced its intent to promulgate this statue, Regulation 136 – Fortify Homes Premium Discounts.[123] Parishes can encourage adoption of and adherence to these standards.

Insurability planning processes, more broadly, can help communities optimize their community investments into physical and financial risk. They can do this by identifying, managing, and mitigating risks that would otherwise

make insurance for their assets prohibitively expensive or unavailable.[124] InnSure, a non-profit organization, is currently working with a community in southwest Virginia to establish a total cost of risk and community insurance pilot program. More details will be available after the pilot program has concluded.[125]

Capital budgeting through a climate equity lens can help parishes optimize their existing financial outlays—the direction of capital spending directly influences equity and climate resilience. Recurrent spending on transportation, electrical, and water infrastructure maintenance and construction offer opportunities to invest in resilience. Investments in natural infrastructure, like urban forestry and public parks, present opportunities to mitigate heat in higher-risk, under-resourced neighborhoods and yield co-benefits.

Consent decrees can present an opportunity for embedding technical and policy capacity on climate adaptation within parish governing structures. Legal action related to environmental compliance can be resolved in numerous ways. An example of a resilience-related condition that could be negotiated into a consent decree is a commitment to establish a sustainability and resilience office, or other governance changes that advance sustainability and resilience.

Self-insurance represents an opportunity to invest in financial stability ahead of disasters. This method involves establishing a fund to prepare to cover losses. Funds are placed in an investment account. This financial tool is suitable for entities with substantial resources, but can present its own risk, as market conditions at the time of liquidation influence resource availability.

Implementation, Monitoring, & Next Steps
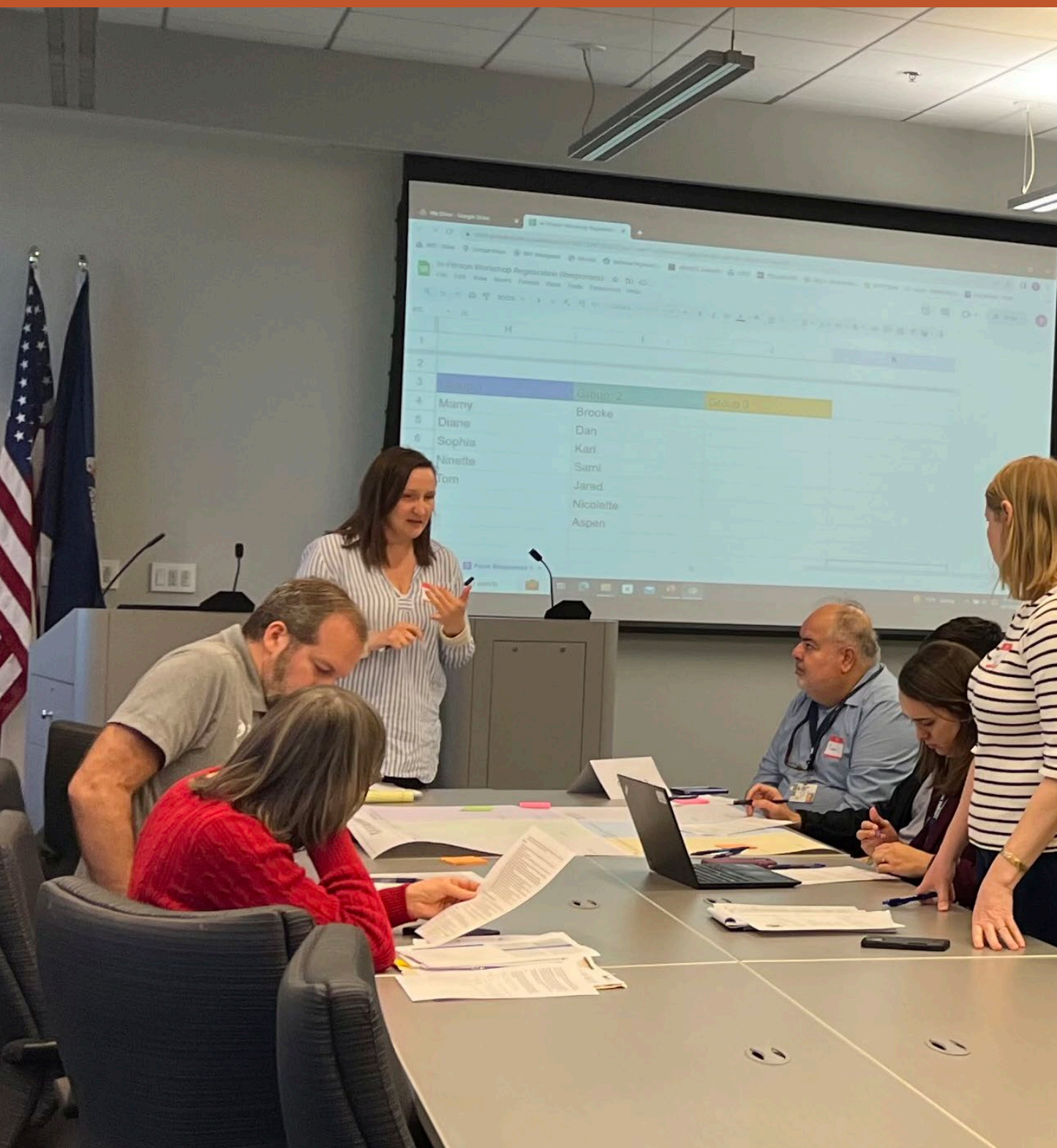
Implementation, Monitoring, & Next Steps

CCAP action strategies will be implemented in phases, with early efforts focused on coordination, resource development, and capacity building. This will be followed by targeted project execution, either at a regional scale or voluntarily by participating municipalities, parishes, and partners. Monitoring and evaluation are integral to the process, enabling those involved to measure progress, identify challenges, and adjust strategies as needed. To maintain momentum and increase benefits, the next steps involve continuing to engage with government, business and industry, non-profit and public institutions, utilities and service providers, and community members on prioritizing and implementing these climate action strategies.

Roles & Responsibilities

The RPC primarily convenes and facilitates rather than directly implements. Its responsibilities include coordinating municipal and nonprofit partners, developing shared tools, and supporting local entities in executing projects. Municipal governments, tribal agencies, and other local stakeholders hold primary authority for carrying out individual projects, while the RPC provides technical assistance, guidance, and oversight to support consistent implementation across the region.

The RPC can help drive momentum for the Plan's execution by using the remainder of its CPRG planning funds, as well as any other available and appropriate funding sources, to identify and engage entities that would fully implement the recommended actions. The RPC can also use remaining funds to create a working group to oversee the necessary coordination for action implementation and to review RPC progress reporting. See **Table 4** for a summary of implementation steps for GHG reduction action, divided into capacity-building and implementation phases.

Table 4: GHG Reduction Actions - Implementation Steps Summary

	TRANSPORTATION & LAND USE SECTOR		
Action Number	**Action Title**	**Capacity-Building Steps** 2026-2030	**Implementation Steps** 2030 Onwards
ACTION 1	**Implement 15 Miles of Urban Bus Rapid Transit (BRT) by 2035 and Expand Intercity Transit by 2050**	➤ Complete corridor feasibility and prioritization studies ➤ Secure federal and state funding commitments ➤ Finalize design and environmental clearance	➤ Begin construction of urban BRT corridors ➤ Launch service and conduct performance evaluation ➤ Develop and expand intercity transit network
ACTION 2	**Transition 6,000 Fleet Vehicles to Alternative Fuel Vehicles by 2030**	➤ Complete regional fleet transition plan and infrastructure siting framework	➤ Begin procurement and installation of charging and fueling infrastructure ➤ Transition municipal fleets to AFVs and complete full deployment ➤ Evaluate performance and emissions reduction outcomes ➤ Publish regional progress report and update metrics
ACTION 3	**Reduce Vehicle Miles Traveled 20% Through Transit-Oriented Development by 2050**	➤ Support development of TOD program and begin guide development ➤ Publish regional TOD guide and planning toolkit ➤ Establish ongoing technical assistance and monitoring framework	➤ Support integration of TOD principles into local plans and zoning updates ➤ Continue regional coordination, monitoring, and developer engagement ➤ Publish regional TOD performance and VMT reduction report
ACTION 4	**Reduce Fuel Use at Ports and in Fleets by 15% Through Clean Transitions and Planning Tools**	➤ Develop anti-idling toolkit and outreach materials ➤ Launch port and fleet emissions baseline inventory ➤ Coordinate funding applications and initial pilot programs	➤ Expand electrification planning and clean fleet transitions ➤ Evaluate emissions reductions and publish progress report

BUILDINGS & ENERGY SECTOR

Action Number	Action Title	Capacity-Building Steps 2026-2030	Implementation Steps 2030 Onwards
ACTION 9	Implement 15 Miles of Urban Bus Rapid Transit (BRT) by 2035 and Expand Intercity Transit by 2050	➤ Develop model procurement templates and funding guidance ➤ Conduct regional building code and benchmarking workshops ➤ Launch energy benchmarking and retrofit coordination program	➤ Support local government adoption of aligned building codes ➤ Evaluate program effectiveness and publish regional updates
ACTION 10	Support the Addition of 150 MW of Community Solar in the RPC Region by 2030	➤ Develop regional energy burden mapping and solar opportunity analysis ➤ Conduct community focus groups and design participation framework ➤ Research and publish existing regulatory requirements ➤ Support pilot community solar projects and local funding applications	➤ Evaluate participation metrics and expand implementation region-wide ➤ Publish progress report and update metrics
ACTION 11	Expand the Lighthouse Resilience Hub Model to 150 Congregations and Community Institutions within the RPC Region	➤ Complete regional vulnerability and site prioritization analysis ➤ Establish pilot partnerships and initiate funding applications ➤ Launch initial operational Lighthouse Hubs	➤ Achieve measurable reductions and annual participation target ➤ Publish program outcomes and regional energy savings report
ACTION 12	Engage 40,000 Households Annually by Scaling Regional Utility-Led Energy Efficiency Programs	➤ Complete regional efficiency program assessment ➤ Develop unified regional framework with utilities ➤ Establish workforce partnerships and contractor training ➤ Launch regional program coordination and outreach	➤ Achieve measurable reductions and annual participation target ➤ Publish program outcomes and regional energy savings report

NATURAL SYSTEMS & WATER SECTOR

Action Number	Action Title	Capacity-Building Steps 2026-2030	Implementation Steps 2030 Onwards
ACTION 13	**Expand Urban and Rural Tree Canopy Coverage to Achieve 40% Regional Canopy Goal**	➤ Develop shared GIS database and identify canopy gaps ➤ Host regional workshops with urban foresters and planners ➤ Launch model policies and local grant guidance	➤ Begin large-scale tree planting through regional partnerships ➤ Evaluate canopy coverage progress toward 40% goal

INDUSTRY SECTOR

Action Number	Action Title	Capacity-Building Steps 2026-2030	Implementation Steps 2030 Onwards
ACTION 20	**Achieve a 10% Enhancement in Energy Efficiency and 20% Renewable Integration in Industrial Facilities**	➤ Develop decision-support tool and guidance framework ➤ Pilot test tool with industrial facilities and utilities ➤ Launch training, technical assistance, and incentive coordination	➤ Full-scale implementation and measurable GHG reduction ➤ Evaluate performance and update industrial guidance framework
ACTION 21	**Meet 25% of New Industrial Energy Demand with Renewable Sources by 2035**	➤ Conduct regional renewable energy integration assessment ➤ Develop renewable procurement and financing models	➤ Pilot renewable installations at industrial facilities ➤ Achieve 25% renewable share of new industrial demand ➤ Evaluate performance and update renewable deployment strategy

Achieving the greenhouse gas reduction targets set forth in this plan will require significant external action and coordination beyond the scope of the RPC and its local partners. While regional efforts can lay the groundwork for cleaner transportation, energy efficiency, and industrial innovation, the scale of reductions needed cannot be reached through local initiatives alone. The region's industrial and port sectors—central to both local employment and global trade— are heavily influenced by international market dynamics, national regulations, and access to federal incentives. Without strong state and federal commitments, such as enforceable emissions standards, tax credits, and funding programs that ensure a clear return on investment for cleaner technologies, the region's ability to drive deep decarbonization will remain limited. To realize the full potential of this Plan, sustained coordination across all levels of government and alignment with national and international market signals are essential.

FOR TRANSFORMATIVE EMISSIONS REDUCTION, THE FOLLOWING ACTIONS ARE NECESSARY

1 Industry Leads the Charge: Major emitters must commit to measurable, voluntary reductions and clean technology investments.

2 State and Federal Incentives Align: Policies, funding, and market levers must reward early action and innovation.

3 Regional Partnerships Mobilize: Local governments, industry, and communities must collaborate to turn plans into implementation.

Timeline & Phasing

While the planning phase of the CPRG program culminates with the submission of the Comprehensive Climate Action Plan to the EPA by December 1, 2025, program funding officially ends in 2027 with the required submission of a final status report. Implementation grants awarded in 2024 will support the phased execution of these plans through 2030, beginning with capacity-building and pilot initiatives through to broader project deployment. This phased approach allows for testing, refining, and scaling strategies to ensure they are effective and responsive to local conditions.

This Plan is leading a transformative shift. It is not a one-off project, but instead a comprehensive reimagining of how regional systems respond to climate challenges. From 2026 to 2030, the RPC and municipal partners will focus on building the structures, processes, and partnerships needed to support the beginning of full-scale implementation in 2031. This work will require sustained support from the state to ensure that local actors have the capacity and resources to lead. By investing in durable systems now, the state is laying the groundwork for lasting change, creating a regional climate response that is coordinated, resilient, and ready to deliver real results.

Annual Reporting

CPRG participants are required to submit annual reports detailing progress, outcomes, and any adjustment to planned strategies, plus a final progress report upon the grant period's conclusion in mid-2027. These reports will include data on emissions reductions, co-benefits for disadvantaged communities, workforce development outcomes, and funding expenditures. Regular reporting promotes transparency and accountability while enabling the RPC and other partners to track the region's overall progress on climate action goals and identify opportunities for additional support or course correction.

Conclusion

The challenges ahead are substantial, but inaction is not an option. As the regional environment and communities evolve, so too must planning, infrastructure, and collaborative approaches. While the RPC can play a facilitating role by incorporating elements of the Plan into its own planning processes, coordinating regional discussions, and leveraging existing funding and authorities, it does not have the authority to implement many of the actions in their entirety. Successful outcomes require active engagement and commitment across the region, leveraging the strengths of government, business, non-profit and public institutions, and community members.

This Plan, developed by engaging local governments, state agencies, nonprofits, and community stakeholders, provides a framework that can guide partners through policy, program, and project design. It is designed as a resource for all stakeholders within the region——municipalities, utilities, community organizations, industry, and residents——to guide strategy adoption and implementation according to local capacity and priorities. It lays a foundation for developing methodical, data-driven processes for understanding local vulnerabilities and enhancing well-being, and emphasizes that together, risks can be reduced, the economy can be strengthened, and communities can become more resilient. Ultimately, this Plan underscores that it is only through coordinated effort, transparency, and strategic collaboration that the region can advance toward a resilient, sustainable future that balances economic vitality, environmental health, and community well-being.

Greenhouse Gas Inventory Methodology

APPENDIX A

Appendix A:

Greenhouse Gas Inventory Methodology

In partnership with the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes , Stantec Consulting Services Inc. (Stantec) conducted a comprehensive update to the 2019 greenhouse gas (GHG) emissions inventory. The original inventory was developed by the RPC using the Local Government Greenhouse Gas Inventory Tool (LGGIT)—a spreadsheet-based tool provided by the US Environmental Protection Agency (EPA) to help local governments estimate emissions across multiple sectors. While LGGIT offers a user-friendly and accessible framework, it relies heavily on generalized assumptions, default factors, and aggregate methodologies that may not reflect local conditions or available data.

The purpose of this update was to refine the GHG emissions inventory using current data, sector-specific methodologies, and regionally calibrated assumptions. Stantec applied updated emission factors, integrated national datasets like the EPA Facility Level Information on Greenhouse Gases Tool (FLIGHT) database and 2020 National Emissions Inventory (NEI), and aligned the methodology with the Global Protocol for Community-Scale Greenhouse Gas Inventories (GPC Protocol). The updated inventory provides a more accurate and detailed accounting of GHG emissions by disaggregating GPC sub-sectors, modifying quantification methodologies, and using different data sources.

The GHG emissions inventories for 2020–2024 were prepared using sector-specific data from federal, state, and regional sources. The 2023 inventory is included in the report because it has more complete data than 2024. For residential, commercial, and industrial stationary energy use, Stantec applied consumption estimates derived from the National Renewable Energy Laboratory (NREL) State and Local Planning for Energy (SLOPE) Database and regional electricity and gas utility records. Transportation emissions were estimated using 2020 National Emissions Inventory (NEI) data, with disaggregation by transportation mode to separate on-road, off-road, rail, waterborne navigation, and aviation emissions. On-road emissions were adjusted using vehicle registration data from 2020 to 2024. Industrial point source emissions were incorporated using data from the Environmental Protection Agency (EPA) Facility Level Information on Greenhouse Gases Tool (FLIGHT) database and the NEI. Solid waste emissions were calculated using direct methane emissions data from EPA FLIGHT for larger landfills and landfill methane emissions

modeling for smaller landfills. Wastewater emissions were recalculated using the EPA Local Greenhouse Gas Inventory Tool (LGGIT), as provided by the RPC, with updated population estimates and local treatment technology assumptions. Land use, land-use change, and forestry (LULUCF) emissions and sequestration were estimated using land cover data from the National Land Cover Database (NLCD) at the state and the RPC level, combined with GHG flux rates from the EPA National Inventory Report (NIR) for Louisiana. This methodology allowed for a refined representation of the region's land cover types—including forests, wetlands, developed land, cropland, and shrub/grasslands—and their respective carbon flux behaviors based on EPA NIR-derived emission and sequestration weights.

Overall, the total GHG emissions estimate for 2019 changed modestly depending on how land use and forestry are treated. Without including land use, land-use change, and forestry (LULUCF), the updated 2019 GHG emissions inventory is 0.5% higher than the original RPC estimate—64.0 million metric tons of CO_2 equivalent (tCO_2e) versus 63.7 million tCO_2e. However, when including LULUCF, the difference is more substantial: the Stantec estimate is 6.9% higher than the RPC's. This is largely due to how land-based carbon sequestration was handled. The LGGIT tool estimated a large carbon sink from urban tree cover that significantly offset total GHG emissions, while the updated methodology— based on EPA and state-level land use data—assigns net sequestration to the region based on land use typologies (e.g., urban, wetland, grassland).

At the sector level, the most significant changes occurred in the transportation and solid waste categories. The updated methodology used local vehicle registration, flight movements, and reported aviation GHG emissions and economic trade data to refine transportation GHG emissions estimates. In the waste sector, emissions were substantially revised downward by replacing LGGIT's default estimates with facility-specific data from EPA's FLIGHT tool and using RPC's waste estimates for smaller landfills. Smaller differences in buildings, industrial activity, and energy use reflect updates to emissions factors and calculation methods rather than changes in activity levels. The following table summarizes these differences across each sector and provides an overview of the methodological improvements made in the updated inventory.

Table A-1: GHG Emissions Projections (With Industry)

SECTOR	UPDATED	ORIGINAL	DIFFERENCE
Residential Buildings	3,194,429.4	3,264,453.7	-2.1%
Commercial / Institutional Buildings	5,402,337.3	5,601,350.4	-3.6%
Non-specified sources	336.0	-	100.0%
Fugitive Emissions (Natural Gas)	59,497.4	-	100.0%
On-Road Transportation	7,017,967.9	8,270,494.5	-15.1%
Railways	74,609.6	-	100.0%
Waterborne Navigation	1,478,424.3	-	100.0%
Aviation	1,872,382.8	196,734.9	851.7%
Off-Road Transportation	363,256.5	581,616.3	-37.5%
Solid Waste	761,085.0	1,724,781.7	-55.9%
Wastewater	113,612.9	352,665.8	-67.8%
Industrial Emissions	43,612,625.4	43,680,347.1	-0.2%
Emissions From Land	40,315.6	(3,803,986.3)	-101.1%
Total	63,990,879.9	59,868,458.0	6.9%
Total W/Out LGGIT LULUCF	63,996,707.7	63,718,587.7	0.4%

GHG Forecast

Stantec prepared regional greenhouse gas (GHG) emissions inventories for the RPC for calendar years 2020 through 2024, based on available datasets. The RPC region encompasses nine parishes, and this forecast reflects emissions across those jurisdictions. These GHG emissions inventories were developed using a consistent methodology and are aligned with the updated 2019 community-wide baseline prepared by Stantec to ensure comparability across the full time series. Using this inventory data, and applying national forecasting scenarios, Stantec developed emissions forecasts through 2050 to evaluate a possible range of long-term trends under varying energy, economic, and technology conditions. The GHG emissions forecasts are intended to support technical analysis and scenario planning for the RPC's Comprehensive Climate Action Plan (CCAP) work underway.

Using the prepared 2019–2024 inventories as a baseline, Stantec utilized Energy Information Administration (EIA) Annual Energy Outlook (AEO) 2025 forecast data[126] and the GHG emissions inventories to inform the business as usual (BAU) energy and GHG emissions projections to 2050. Five distinct scenarios were modeled to capture the likely band within which the region's BAU GHG emissions are expected to fall:

➤ **Reference Case:** : Represents a business-as-usual trajectory, incorporating current laws and regulations as of the start of 2024, and assumes no significant new policy interventions.

➤ **High Economic Growth:** Assumes faster-than-expected growth in population, productivity, and GDP, leading to increased energy consumption and emissions.

➤ **Low Economic Growth:** Assumes slower economic expansion, resulting in lower energy demand and emissions.

➤ **High Zero-Carbon Technology Cost:** Assumes higher costs for zero-carbon technologies such as wind, solar, and battery storage, potentially slowing their adoption and increasing reliance on fossil fuels.

➤ **Low Zero-Carbon Technology Cost:** Assumes lower costs for zero-carbon technologies, accelerating their deployment and reducing overall emissions.

These five scenarios collectively represent a plausible range of business-as-usual outcomes that the RPC can use for planning.

Total GHG Emissions (Including Industry)

In the Reference Case, with industrial GHG emissions included, GHG emissions decline by approximately 3.8% by 2030 and 7.0% by 2050 as compared to the 2019 reporting year. Most of the GHG emissions reductions occur before 2030, with slower progress afterward, indicating limited long-term impact under current policies and technology trends. While the other modeled scenarios show some variation from the Reference Case, all tend to remain within a relatively narrow range of GHG emissions. This is noted below:

➤ **High Economic Growth:** GHG emissions fall by approximately 2.9% by 2030 and approximately 4.0% by 2050. Increases in energy demand from economic expansion begin to limit long-term GHG emission reductions.

➤ **Low Economic Growth:** GHG emissions decline more significantly due to reduced energy use. By 2030, emissions are approximately 6.6% below 2019 levels and nearly 12% below by 2050.

➤ **High Zero Carbon Technology Cost:** GHG emissions follow a trajectory close to the Reference Case. By 2030, emissions are approximately 4.2% below 2019, with a reduction of approximately 6.9% by 2050. Higher costs for clean technology appear to limit widespread adoption of energy conservation and GHG reduction technologies.

➤ **Low Zero Carbon Technology Cost:** GHG emissions decline by approximately 4.7% by 2030 and approximately 9.6% by 2050, reflecting greater adoption of clean energy systems and efficiency improvements.

The results of the GHG emissions forecast, with industrial GHG emissions included, are presented in **Figure A-1.**
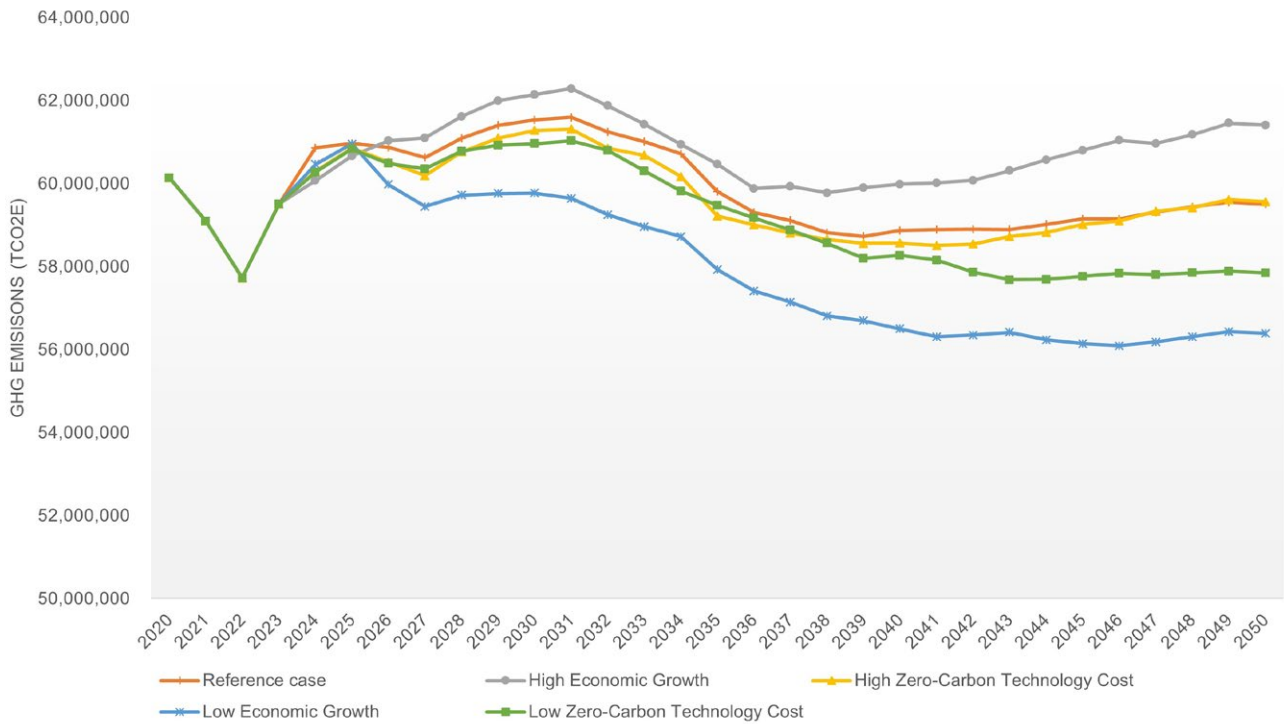
Figure A-1: GHG Emissions Projections (With Industry)

Figure A-2 presents annual GHG emissions by sector for the Reference Case from 2019 through 2050. The region's industrial GHG emissions dominate throughout the entire period, accounting for more than 65% of total GHG emissions in most years. While some sectors, such as on-road transportation and residential buildings, show gradual declines, industrial GHG emissions remain relatively steady and are the main cause for the lack of change in GHG emissions trajectory under each of the scenarios considered.
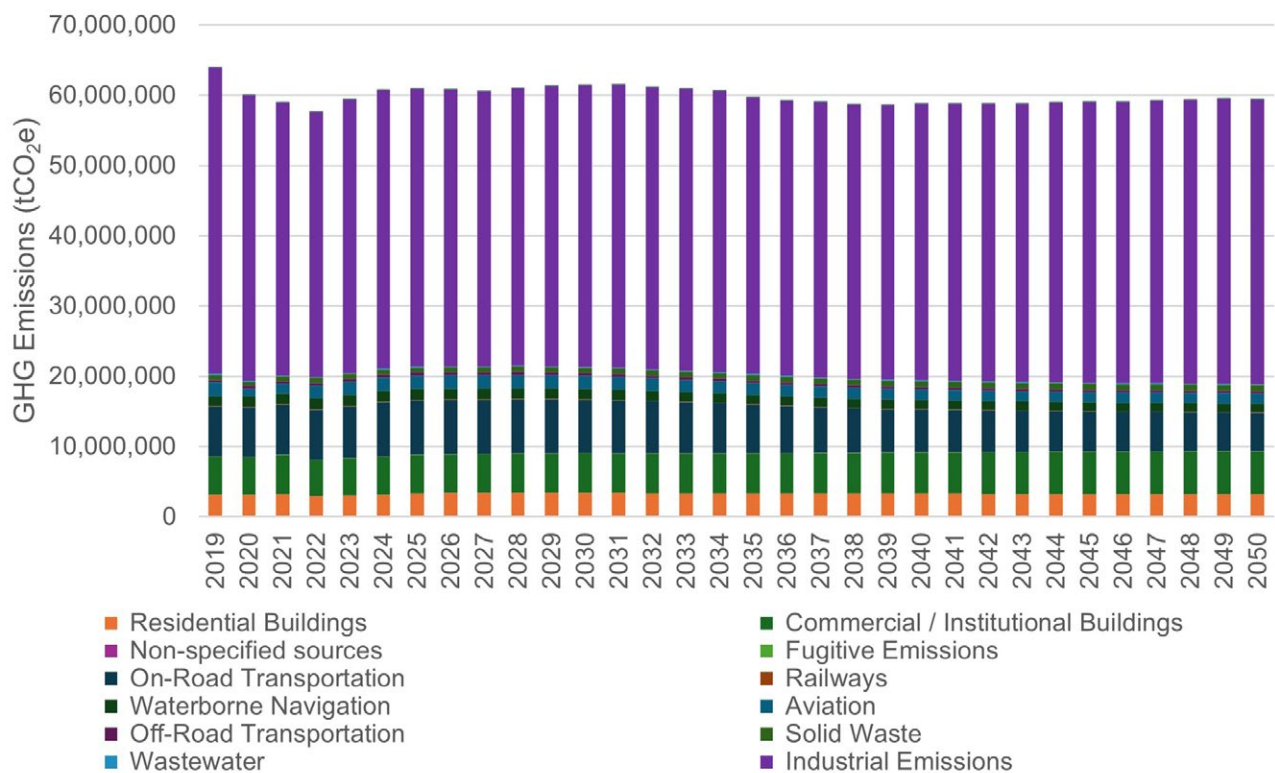
Figure A-2: GHG Emissions Projections Under the Reference Case (Industrial Emissions Included)

Total GHG Emissions (Without Industry GHG Emissions)

When industrial GHG emissions are removed from the forecast, the remaining sectors, such as electricity, transportation, buildings, and agriculture, show greater variation and more opportunity for GHG emissions reductions. These sectors respond more directly to changes in energy demand and clean technology costs. In the Reference Case, nonindustrial emissions increase by 5.1% by 2030 and then decline to 7.1% below 2019 levels by 2050. This reflects slower GHG emission reduction progress in the near term, followed by steady improvements in energy efficiency and clean energy adoption. Compared to the Reference Case, the scenarios show the following:

➤ **High Economic Growth:** GHG emissions increase by 6.3% by 2030 and remain 5.1% above 2019 levels by 2050 due to rising energy demand.

➤ **Low Economic Growth:** GHG emissions increase by 3.6% by 2030 but fall to 11.6% below 2019 levels by 2050, reflecting lower energy use.

➤ **High Zero Carbon Technology Cost:** GHG emissions increase by 5.2% by 2030 and stay 5.2% above 2019 levels by 2050 due to slower clean technology adoption.

➤ **Low Zero Carbon Technology Cost:** GHG emissions increase by 5.1% by 2030 but decline to 9.2% below 2019 levels by 2050, making it the most favorable case for nonindustrial reductions under current policies.

The results of the GHG emissions forecast, without industrial GHG emissions included, are presented below in **Figure A-3**.
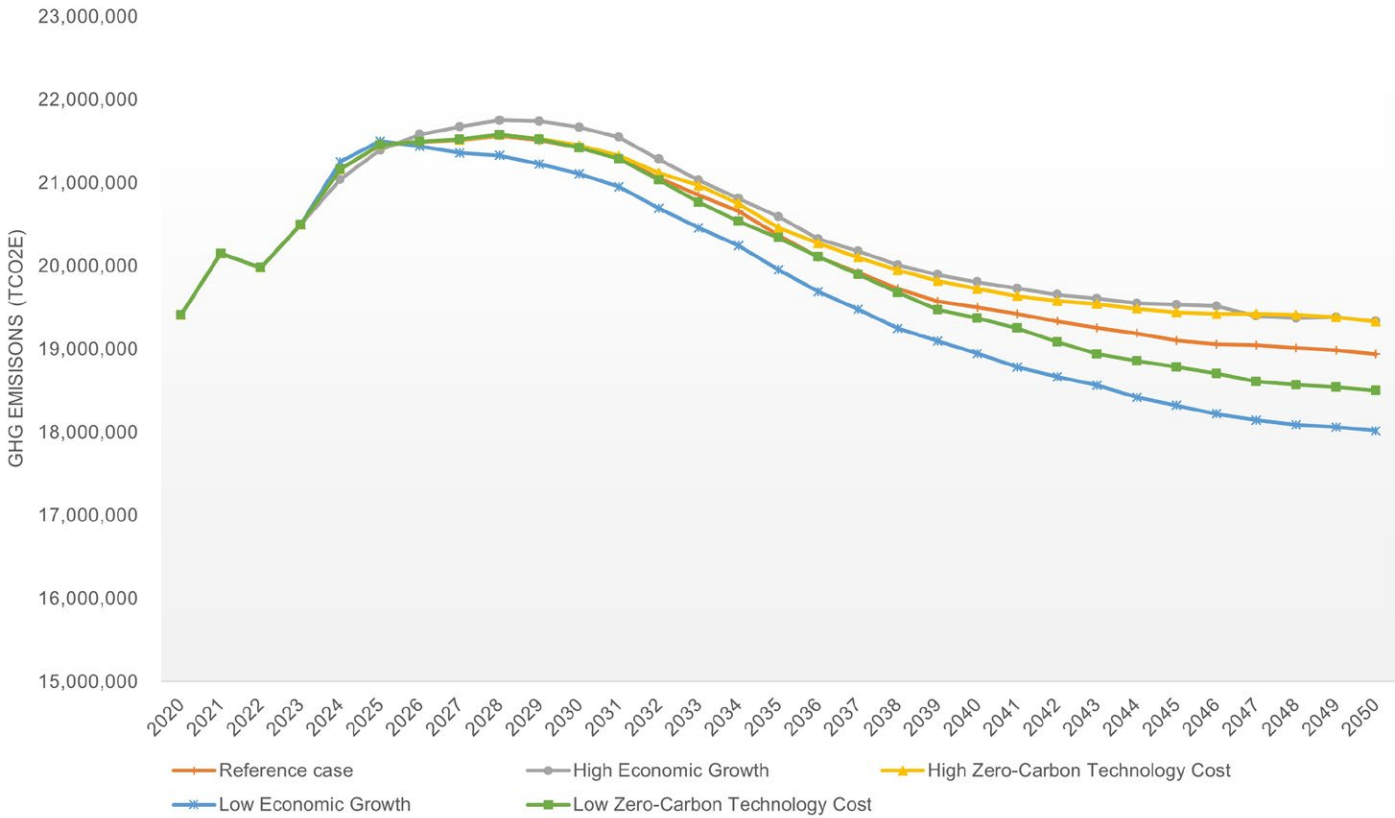
Figure A-3: GHG Emissions Projections (Without Industry)

Figure A-4 presents annual GHG emissions by sector for the Reference Case from 2019 through 2050, with industrial GHG emissions excluded. As shown, the GHG emissions from other large sectors, including on-road transportation, commercial and residential buildings, and electricity generation, vary more over time. However, they do decline, reflecting improvements in energy efficiency and the adoption of clean technologies.
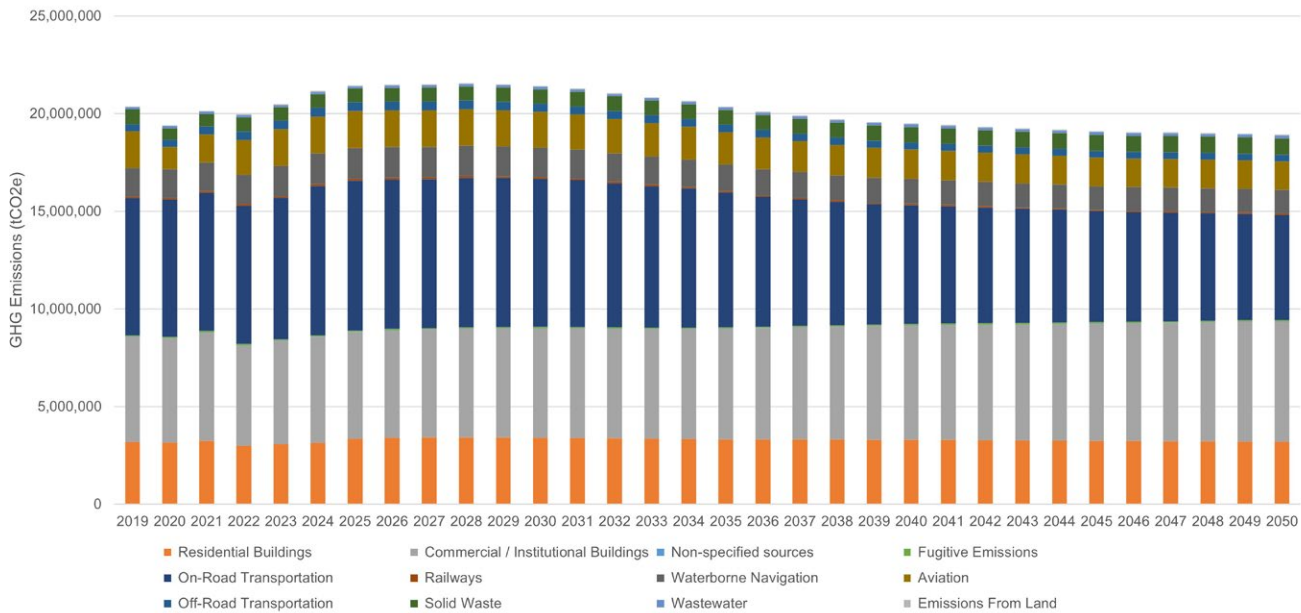
Figure A-4: GHG Emissions Projections Under the Reference Case (Industrial Emissions Excluded)

Summary

Together, the five modeled scenarios define a likely band of regional GHG emissions outcomes through 2050 under business-as-usual conditions. When including industrial sources, total GHG emissions decline by between 4% and 12% by 2050 compared to 2019. When industrial emissions are excluded, total emissions from the remaining sectors decline by approximately 7% in the Reference Case, and by between 5% and 12% under lower economic growth or lower clean technology cost scenarios. This reflects greater progress in sectors such as buildings and transportation, where emissions are more responsive to changes in technology costs and energy demand. This contrast highlights the outsized role of the industrial sector in shaping the region's GHG emissions trajectory, and underscores the limits of business-as-usual pathways without direct intervention in these sources.

Taken together, these results suggest that slower economic growth and more affordable clean technologies yield the greatest reductions in GHG emissions by mid-century. Across all scenarios, the relatively inelastic nature of emissions from the industrial sector, particularly from process heat, materials production, and other onsite fuel combustion, limits the overall scale of reductions achievable under business-as-usual conditions. This emphasizes the importance of focused decarbonization efforts in industrial systems, where emissions are less responsive to changes in market conditions or broad economic trends. Given the region's high share of industrial GHG emissions, which account for more than 60% of total GHG emissions, this pattern is not representative of many other regions in the country. In areas where industrial activity comprises a smaller portion of the total emissions profile, the same scenarios may produce greater variation in outcomes, especially in sectors such as electricity and transportation that are more responsive to energy technology cost trends. The federal scenarios used in this analysis incorporate moderate efficiency improvements in industrial operations, but do not assume large scale shifts such as electrification, fuel switching, or carbon capture unless already reflected in existing laws or regulations. As a result, the projections likely understate the long-term potential for industrial decarbonization, particularly in regions with supportive policies or infrastructure.

Workforce and Staffing Needs Analysis

APPENDIX B

Appendix B:

Workforce and Staffing Needs Analysis

Effective implementation of the Comprehensive Climate Action Plan (CCAP) for Southeast Louisiana depends on the availability of a skilled and adequately staffed workforce. As climate strategies scale across transportation, energy, water, and industry, the region must ensure its labor market can meet both immediate and long-term demands.

This appendix provides a targeted workforce and staffing needs analysis to guide CCAP implementation. It highlights current labor market conditions, identifies priority occupations, and showcases partners and programs that can help build inclusive talent pipelines. Rather than predicting definitive outcomes, this analysis offers a flexible framework to inform program design, funding strategies, and policy decisions as CCAP actions progress.

The purpose of this analysis is to:

➤ **Understand Baseline Conditions** – Provide a clear picture of today's labor market structure, employment levels, and demographic trends.

➤ **Explore Barriers and Opportunities** – Identify factors such as education, equity, and infrastructure that influence workforce readiness and highlight areas for improvement.

➤ **Align Workforce Strategies with Climate Action** – Connect CCAP measures to occupational roles and outline approaches for scaling skills as investments move forward.

➤ **Spotlight Key Partners** – Showcase institutions, programs, and coalitions that can accelerate training and recruitment.

➤ **Define Strategic Priorities** – Recommend actionable steps to strengthen talent pipelines, embed equity, and support a dynamic workforce ecosystem.

Geographic Scope

The analysis focuses on the nine-parish CCAP planning region, which includes Orleans, Jefferson, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany, and Tangipahoa. Data referenced include the US Census Bureau, US Bureau of Labor Statistics. (BLS), Federal Reserve Economic Data, and regional reports from the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes , and New Orleans Workforce Development Area. This region is unique because the CCAP planning area boundary differs by two parishes from the 2020 census, and the New Orleans-Metairie MSA boundary differs by one parish from the Regional Labor Market Area (RMLA) that the state defines for the purpose of gathering labor market data. All data points are representative of the nine-parish CCAP planning area unless otherwise noted. Certain generalizations, unaccompanied by data points, are presented based on reports generated for similar census or RLMA-defined geographies.

Key Terminology

Standard BLS definitions are used for occupations and industries, which may differ from CCAP greenhouse gas (GHG) sector terminology. These are:

➤ **Occupation:** [127] An occupation is a set of tasks or duties performed by an individual in their job. Occupations are defined using Standard Occupational Classification (SOC) codes, which group similar roles based on the nature of work performed. These codes allow consistent reporting and analysis across industries and are organized into broader **occupational sectors** that aggregate related job functions.

➤ **Industry:** [128] In this analysis, industry refers to the classification of economic activity based on where people work, as defined by the US Bureau of Labor Statistics (BLS). Industries group establishments that produce similar goods or services, such as construction, manufacturing, healthcare, or transportation. This differs from the greenhouse gas (GHG) sectors used in the CCAP, which categorize emissions sources rather than employment patterns. For example, the BLS "Manufacturing" industry

includes all manufacturing jobs, while the CCAP "Industry" sector refers specifically to emissions from industrial and manufacturing facilities.

➤ **Green Jobs:**[129] Green jobs are occupations that contribute directly to environmental sustainability and resource conservation. According to the US Bureau of Labor Statistics (BLS), these roles fall into two categories: jobs in businesses that produce goods or provide services benefiting the environment or conserving natural resources, and jobs where workers' duties involve making production processes more environmentally friendly or reducing resource use. For the purposes of this analysis, green jobs include positions that support CCAP implementation, such as renewable energy installation, energy efficiency retrofits, water and wastewater management, climate-resilient construction, environmental restoration, and emergency preparedness.

Baseline Conditions

Southeast Louisiana's labor market reflects both resilience and persistent challenges. Two decades after Hurricane Katrina, the region has regained much of its economic footing, but population recovery remains incomplete, and structural shifts in industry composition continue to shape workforce dynamics. Service-providing industries dominate employment, while goods-producing sectors such as manufacturing and mining have contracted. At the same time, healthcare and tourism have expanded, creating opportunities for growth but also exposing gaps in technical skills and equitable access. [130]

Regional Demographics and Labor Force

Population and labor force trends underscore the region's uneven recovery and demographic shifts. While educational attainment has improved, labor force participation lags behind national averages, and unemployment remains slightly higher than the US rate. Table 6 shows key demographic indicators for the region.[131]

Table B-1: Key Labor Force and Educational Attainment Indicators for Southeast Louisiana as Compared to the Nation [132]

INDICATOR	Nine-Parish Planning Area (2023)	National Value (2023)
Total Population	1,368,018	332,387,540
Percent Population over 16 in Labor Force	62.1%	63.5%
Unemployment Rate	6.3%	5.2
Poverty Rate	17.2%	8.7%
Percent population 25 or over with a bachelor's degree	19.9%	35%
Median Income	$67,973	$78,538

The demographic composition of the Southeast Louisiana labor force reflects both diversity and persistent disparities. Approximately 33% of the population identifies as Black or African American, 11% as Hispanic or Latino, and 52% as White, reflecting racial and ethnic diversity far above the national average. However, educational attainment, incomes, and labor force participation are not proportionately represented. For example, in 2022, for just the City of New Orleans, 70% of White residents had a college degree or greater, while only 26% of Black residents did.[133]

Economic Structure and Industry Clusters

The region's labor market is anchored by industry clusters that have historically driven regional growth and will shape the transition to a low-carbon economy. These core clusters and their metrics, defined by the New Orleans Workforce Development Board Regional and Local Plan (2024-2027), represent both the areas of the region's economic strengths, as well as areas of strategic importance for climate action.[134] The majority of data figures below are for the RLMA that represents Southeast Louisiana, which is the nine-parish CCAP planning area minus Tangipahoa Parish. These insights are only available for this geography, which varies only slightly from the CCAP planning area.

1. **Manufacturing (including oil, gas, and petrochemicals)**: Contributing $10.6 billion to Gross Regional Product (GRP) and employing 33,324 workers, manufacturing remains a cornerstone of the regional economy. Decarbonization and clean technology adoption will require significant workforce reskilling, creating opportunities for technical and engineering roles.

2. **Healthcare:** With 71,142 employees and a GRP contribution of $7.3 billion, healthcare is one of the region's fastest-growing sectors. Energy efficiency upgrades and resilience retrofits in healthcare facilities will increase demand for specialized technical staff and facility managers.

3. **Transportation and Logistics:** Generating $10.1 billion in GRP and employing 43,139 workers, this sector is critical to trade and mobility. Clean fleet transitions and port efficiency improvements will expand workforce needs for mechanics, technicians, and logistics planners skilled in alternative fuels and electrification.

4. **Construction:** Employing nearly 30,000 workers, construction is central to infrastructure development and climate adaptation. Large-scale energy efficiency retrofits and resilience projects will drive sustained demand for skilled trades and project managers.

5. **Professional, Scientific, and Technical Services:** With over 33,000 employees, including nearly 20,000 technical roles averaging $107,194 annually, this sector provides engineering, planning, and environmental expertise essential for implementing climate strategies.

6. **Information Technology (IT):** While not measured as a standalone cluster for GRP or employment, IT occupations cut across all sectors, supporting digital infrastructure for energy management, smart transportation, and resilience planning. High-growth roles include software developers, cybersecurity specialists, and data scientists.

7. **Tourism and Hospitality:** Representing 18% of regional employment and generating $2.4 billion in earnings from over 90,000 direct jobs[2], this sector is deeply tied to the cultural economy and regional identity. Climate action will focus on energy efficiency in hotels and venues, flood-proofing infrastructure, and sustainable operations, creating opportunities for facility managers and sustainability coordinators.[135]

Figure B-1 shows the trends in employment for leading employment clusters in Southeast Louisiana between 2000 and 2023. The clusters are grouped differently than those above, but the figure is useful for observing historical trends for major regional employment sectors. While the figure reinforces an overall decline in jobs across several clusters since 2000, it also shows important shifts in the regional economy. Hospitality and tourism are a major employer but remain susceptible to shocks from natural disasters and climate impacts. Port (water transportation) and construction-related services have maintained steady employment, underscoring their role in infrastructure and trade. In contrast, oil and gas production has seen a long-term decline, reflecting structural changes and automation in legacy industries.[136] **Figure B-1** comes from a regional report that does not include Tangipahoa Parish; historical trends are still regionally relevant.

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[2] *These figures are taken from 2020 census data – excludes St. Tammany and Tangipahoa*

Legend:
- **Hospitality and Tourism** — Metro avg wages: $43,095; U.S. avg wages: $45,165
- **Water Transportation** — Metro avg wages: $88,696; U.S. avg wages: $89,480
- **Oil and Gas Production and Transportation** — Metro avg wages: $176,822; U.S. avg wages: $139,981
- **Upstream Chemical Products** — Metro avg wages: $138,352; U.S. avg wages: $121,802
- **Performing Arts** — Metro avg wages: $43,603; U.S. avg wages: $77,903
- **Video Production and Distribution** — Metro avg wages: $41,950; U.S. avg wages: $114,960
- **Vulcanized and Fired Materials** — Metro avg wages: $87,348; U.S. avg wages: $68,835
- **Construction Products and Services** — Metro avg wages: $78,509; U.S. avg wages: $92,030
- **Environmental Services** — Metro avg wages: $66,622; U.S. avg wages: $79,927
- **Fishing and Fishing Products** — Metro avg wages: $64,318; U.S. avg wages: $65,108

Beyond these clusters, the broader labor market reflects a strong service orientation, with service-providing industries accounting for a majority of total employment.[138] Over the past decade, goods-producing sectors have declined, while service-producing sectors such as healthcare and tourism have grown.

These shifts present the opportunity to align workforce strategies that support transitions from legacy industries to emerging climate-aligned sectors. Emerging jobs in renewable energy, such as offshore-wind and solar power, have the potential to provide family-supporting wages and offset some of the losses in the legacy sectors.

Employment Projections

Overall, the region is expected to experience a 1.2% growth in employment across all occupations between 2025 and 2035.[139] Looking ahead, the largest growth is projected in healthcare and tourism-related occupational sectors, including service workers, under a business as usual (BAU) scenario (see **Figure B-2**). A BAU scenario assumes that laws, regulations, and economic conditions remain stable throughout the projection period. However, implementing the climate action plan is not BAU, and significant policy and industrial changes can shift these projections.

At a minimum, BAU projections highlight sectors with existing workforce capacity that can be leveraged for climate action. Yet, to fully realize CCAP objectives, strategic workforce development initiatives, including reskilling, upskilling, and targeted recruitment, will be essential to bridge gaps between current labor supply and future needs.

2035 Jobs **2025 Jobs**

Category	
Food Preparation and Serving Related	
Office and Administrative Support	
Transportation and Material Moving	
Healthcare Practitioners and Technical	
Sales and Related	
Management	
Educational Instruction and Library	
Healthcare Support	
Business and Financial Operations	
Installation, Maintenance, and Repair	
Construction and Extraction	
Production	
Protective Service	
Building and Grounds Cleaning and Maintenance	
Personal Care and Service	
Computer and Mathematical	
Community and Social Service	
Architecture and Engineering	
Arts, Design, Entertainment, Sports, and Media	
Legal	
Life, Physical, and Social Science	
Farming, Fishing, and Forestry	
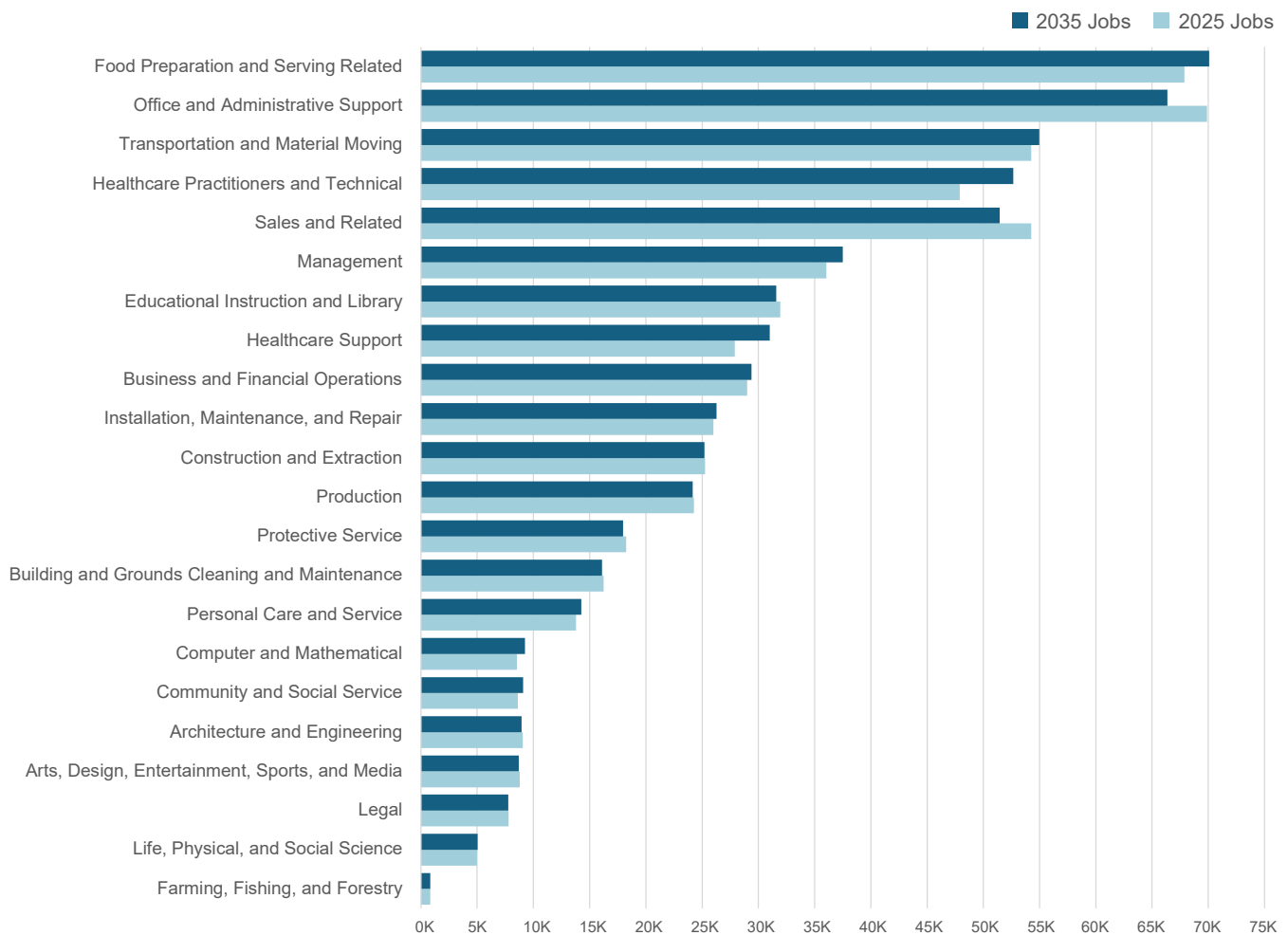
Figure B-2: Baseline and Projected Employment by Major Industry Sector [140]

Healthcare is the largest occupational sector by both current employment and projected growth (in **Figure B-2**, there are two healthcare-related occupation fields that sum to be the largest field). While this trend benefits the regional economy, its role in CCAP implementation is limited.

Construction and Extraction, along with Production occupations, show some decline, indicating waning employment in legacy industries like oil and gas extraction and refinery production.

Transportation and Logistics roles are projected to grow, signaling strong capacity for fleet transitions and logistics modernization. Workforce training must align these roles with green skills, including electrification and alternative fuel technologies.

Occupations under Installation, Maintenance, and Repair show moderate growth trends, indicating there is potential to capitalize on growth in the types of jobs needed for clean energy infrastructure installations and efficiency retrofits.

Local Conditions: Barriers and Opportunities Overview

The successful implementation of the Comprehensive Climate Action Plan (CCAP) in Southeast Louisiana depends not only on strategic investments and policy alignment, but also on a clear understanding of the local context in which climate actions will unfold. This section provides a focused review of the economic, educational, infrastructural, and equity-related conditions that shape the region's workforce readiness. Drawing from regional data and national research, it identifies key barriers that may hinder progress, and highlights opportunities to build a more resilient, inclusive, and future-ready labor market. By examining these factors, the CCAP can better align workforce strategies with the realities of the region, ensuring that climate investments translate into equitable and sustainable employment outcomes.

1. **Economic Transition**
   Southeast Louisiana is transitioning from legacy industries toward climate-aligned sectors. While oil, gas, and manufacturing have declined, healthcare, tourism, clean energy, and environmental services are emerging as growth drivers.

   Barriers

   - The region has a shrinking workforce compared to pre-Katrina levels. [141]

   - Employment in oil, gas, and manufacturing has contracted due to automation and climate risk-related outmigration.[142]

   - Legacy sectors remain highly vulnerable to extreme weather and global market volatility.[143]

   Opportunities

   - Entrepreneurship rates are above the national average, signaling strong innovation potential.[144]

   - The demand for jobs in clean energy, including solar, wind energy, battery storage, and energy efficiency, are expected to grow between 17,000 – 22,000 in the State by 2030.[145]

   - Growth in energy efficiency, water infrastructure, and clean energy manufacturing offers pathways for economic diversification.[146]

   - Emerging green jobs have the potential to create family supporting incomes. For example, a wind turbine technician's median salary is $62,580,[147] while the median household income in the State of Louisiana is $51,914.[148]

2. **Education and Skills**
   Education and training systems are central to preparing the workforce for climate-aligned jobs. While overall attainment has improved, technical skill gaps remain in emerging sectors.

   Barriers

   - Education levels have improved in the last two decades, but only 20%[149] of adults in Southeast Louisiana hold a bachelor's degree, compared to 40% in top-performing metros. Further, there is a large exodus of adults with advanced degrees from the State due to a lack of opportunity and lower wages.[150]

   - Technical skill gaps persist in emerging sectors like energy efficiency, water management, and advanced manufacturing.[151]

   - Many mid-skill jobs in legacy industries are vulnerable to automation, creating an urgent need for reskilling.[152]

   Opportunities

   - Federal investments from the American Rescue Plan Act (ARPA), RESTORE Act, IIJA, and IRA have dedicated components within them to support economic development and workforce upskilling and training for energy efficiency, EV infrastructure, and resilience construction.[153]

3. **Infrastructure and Risk**
   Southeast Louisiana faces severe climate vulnerability that both threatens the safety of its residents and creates increased strain and demand for jobs aimed at recovery. However, resilience investments create opportunities for workforce development in construction, energy, and emergency preparedness, providing multiple avenues for training and development in areas synergetic with this Plan.

   Barriers

   - About 85% of properties in the City of New Orleans are at major or extreme flood risk. Since 1932, the State has lost 2,000 square miles of its coast.[154, 155]

   - There have been record-breaking heat waves in recent years, with trends expected to continue. Nearly 75% of the population of the City of New Orleans lives in census tracts with > 8 °F urban heat island affect.[156]

   - Aging stormwater systems and pumping infrastructure compound flood vulnerability.[157]

   Opportunities

   - Federal and state programs are funding grid upgrades, resilience hubs, and weatherization initiatives.[158]

   - Large-scale projects such as the Louisiana International Terminal and Bayou Phoenix Development are expected to create thousands of family-supporting jobs in logistics and construction.[159]

4. **Equity and Inclusion**

   Structural inequities in the region continue to shape workforce barriers. Yet, strong community ties and rising minority entrepreneurship offer opportunities for inclusive growth.

   Barriers

   - The regional poverty rate stands at 17.2%, over eight percentage points higher than the national average.[160]

   - Black households earn less than White households, and over half of Black children live in poverty.[161]

   - Educational disparities are stark: over half of all White residents hold a bachelor's degree, compared to less than half of all Black residents.[162]

   - Occupational segregation persists, with Black workers concentrated in low-wage roles and underrepresented in high-growth fields, such as engineering and finance.[163]

   - Automation risk disproportionately affects Black and Latinx workers, with over half employed in jobs vulnerable to automation.[164]

   Opportunities

   - A majority of residents are native-born, indicating strong social capital as compared to other metros of a similar size, and the region has a narrower gap between high- and low-income residents. This supports community cohesion and grassroots organizing, which can be leveraged for inclusive workforce strategies.[165]

   - Forty percent of new businesses in Southeast Louisiana are owned by Black and Minority people, which is representative of regional demographics.[166]

Projected Needs

This section outlines anticipated workforce requirements necessary to implement Plan measures. While specific job counts for each strategy are not estimated, the summary below organizes priority occupations by sector and distinguishes short-term and long-term needs.

- **Short-Term Needs:** Occupations required during the initial phases of CCAP implementation, typically within the next 1–5 years. These roles focus on planning, design, and early construction activities, as well as immediate operational support for new systems.

- **Long-Term Needs:** Occupations needed for sustained operation, maintenance, and expansion of climate action measures beyond the initial implementation period. These roles often involve ongoing technical support, infrastructure upkeep, and adaptation to emerging technologies.

Table B-2 lists the priority occupations for CCAP measures and their possible roles in implementation. These occupations are defined using the BLS's SOC system. These roles represent critical functions for successful implementation, but do not include general management, administrative, or support positions that may also emerge. While individual strategies may require additional specialized roles, this overview provides a high-level perspective on workforce demand if all CCAP measures are executed as planned. Occupations were matched with action strategy sectors heuristically.

Table B-2: List of Priority Occupations for CCAP Measures

OCCUPATION TITLE	ROLE IN CCAP MEASURE IMPLEMENTATION
Transportation & Land Use	
Short-Term	
Urban and Regional Planners	Planning transit oriented development
Civil Engineers	Design road Improvements, bike lanes
Miscellaneous Computer Occupations	GIS analysts for land use and transportation network analysis
Surveying and Mapping Technicians	Site surveys for project feasibility and implementation
Long-Term	
Motor Vehicle Operators (including all classification of drivers)	Transit and fleet operators for expanded service
Electrical and Electronics Engineers	Design and maintenance of charging infrastructure
Marine Engineers	Port electrification and maintenance
Buildings & Energy	
Short-Term	
Construction Managers	Oversee energy-efficient building retrofits
Construction Laborers	Assist with building retrofits and installations
Architects	Design energy-efficient retrofits
Electricians	Install energy-efficient systems
Solar Photovoltaic Installers	Install rooftop and ground-mounted solar systems
Wind Turbine Service Technicians	Install and maintain wind turbines
Construction and Building Inspectors	Verify compliance with green building codes
Long-Term	
Maintenance and Repair Workers	Maintain building energy systems
Natural Systems & Water	
Short-Term	
Conservation Scientists and Foresters	Implement restoration projects
Environmental Scientists and Geoscientists	Monitor water quality
Environmental Engineers	Design restoration projects
Long-Term	
Forest and Conservation Workers	Long-term habitat restoration
Water and Wastewater Treatment Plant and System Operators	Operate advanced treatment systems

OCCUPATION TITLE	ROLE IN CCAP MEASURE IMPLEMENTATION
Industry	
Short-Term	
Industrial Production Managers	Manage clean manufacturing processes
Industrial Engineers	Optimize resource efficiency
Market Analysts	Conduct market research on clean technologies and low-carbon materials
Long-Term	
Industrial Machinery Installation, Repair, and Maintenance Workers	Maintain low-emission equipment
Waste & Materials	
Short-Term	
Hazardous Materials Removal Workers	Remove and dispose of hazardous waste
Laborers and Material Movers	Support recycling operations
Community Engagement & Emergency Management	
Short-Term	
Social Scientists	Research
Community Service Specialists	Outreach and education
Social and Community Service Managers	Manage resilience programs

To better understand workforce trends, these roles are grouped into three categories based on the O*NET green occupations framework. Based on this framework, the specific needs for each of these occupations will vary, as described below:[167]

- **Green New and Emerging:** Occupations expected to grow significantly or appear for the first time due to clean energy technologies, climate adaptation, and sustainability initiatives. These roles often require specialized training and proactive outreach to attract new entrants into viable long-term careers.
- **Green Enhanced Skills:** Existing jobs that require reskilling or upskilling as industries adopt cleaner processes and advanced technologies. This category emphasizes equitable transitions for workers in declining sectors to ensure no one is left behind.
- **Green Increased Demand:** Established occupations that will scale dramatically to enable climate action, such as skilled trades and technical roles in construction, energy efficiency, and resilience infrastructure.

Future workforce projections for these priority occupations are listed in **Table B-3**. To provide insight into growth trends and training needs, **Table B-3** shows baseline employment levels in 2022, estimates for 2032, and green occupation categorization. This more granular occupation projection data is sourced from Louisiana Works under the RLMA that excludes Tangipahoa parish. This data is only available at the state and RLMA level.

As CCAP measures advance, substantial training and upskilling will be essential to increase the supply of these occupations. Bold policy shifts and large-scale investments can accelerate the demand for green jobs beyond current projections. For context, global estimates suggest green job demand has grown by nearly 5.9% annually since 2021, and if that trend continues, readiness will need to scale significantly.[168] Most occupations related to green jobs and CCAP action implementation are expected to grow over the next decade, as seen in **Table B-3**. Meeting this future involves a mix of strategies, including adding new skills to existing roles, expanding pipelines for high-demand occupations, and preparing emerging workers for specialized careers.

Table B-3: Business as Usual Projections for Priority Occupations [169]

SOC CODE	OCCUPATION TITLE	2022 ESTIMATE	2023 ESTIMATE	% CHANGE	GREEN OCCUPATION CATEGORY
11-3051	Industrial Production Managers	454	490	8%	Increased Demand
11-9021	Construction Managers	1625	1879	16%	Enhanced Skills
11-9151	Social and Community Service Managers	509	564	11%	Enhanced Skills
13-1161	Market Research Analysts and Marketing Specialists	1560	1746	12%	Enhanced Skills
15-1251	Computer Programmers	309	277	-10%	Enhanced Skills
17-1011	Architects, Except Landscape and Naval	509	519	2%	Enhanced Skills
17-2051	Civil Engineers	1229	1304	6%	Enhanced Skills
17-2071	Electrical Engineers	355	378	6%	Enhanced Skills
17-2081	Environmental Engineers	196	207	6%	Enhanced Skills
17-2112	Industrial Engineers	917	1094	19%	Increased Demand
17-2121	Marine Engineers and Naval Architects	71	76	7%	Enhanced Skills
17-3031	Surveying and Mapping Technicians	271	274	1%	Increased Demand
19-1031	Conservation Scientists	82	84	2%	Enhanced Skills
19-2041	Environmental Scientists and Specialists, Including Health	311	333	7%	Increased Demand
19-3051	Urban and Regional Planners	247	259	5%	Enhanced Skills
47-2061	Construction Laborers	6777	7740	14%	Enhanced Skills
47-2111	Electricians	2626	2919	11%	Increased Demand

Table B-3: Business as Usual Projections for Priority Occupations [169] *- (Cont'd)*

SOC CODE	OCCUPATION TITLE	2022 ESTIMATE	2023 ESTIMATE	% CHANGE	GREEN OCCUPATION CATEGORTY
47-4011	Construction and Building Inspectors	353	353	0%	Enhanced Skills
47-4041	Hazardous Materials Removal Workers	89	89	0%	Enhanced Skills
47-2231	Solar Photovoltaic Installers	Data Unavailable			New and Emerging
49-9081	Wind Turbine Service Technicians	Data Unavailable			New and Emerging
49-9041	Industrial Machinery Mechanics	1536	1916	25%	Increased Demand
49-9071	Maintenance and Repair Workers, General	5957	6430	8%	Enhanced Skills
51-8031	Water and Wastewater Treatment Plant and System Operators	341	342	0%	Enhanced Skills
53-3031	Driver/Sales Workers	1166	1248	7%	Increased Demand
53-3032	Heavy and Tractor-Trailer Truck Drivers	5876	6269	7%	Enhanced Skills
53-3033	Light Truck Drivers	4782	5109	7%	Increased Demand
53-3051	Bus Drivers, School	939	964	3%	Increased Demand
53-3052	Bus Drivers, Transit and Intercity	273	288	5%	Increased Demand
53-3053	Shuttle Drivers and Chauffeurs	749	828	11%	Increased Demand
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	9596	10072	5%	Increased Demand

It is important to note that labor market reports often do not report certain data due to privacy and confidentiality requirements, or due to challenges with producing granular estimates for smaller geographic areas. For Southeast Louisiana, energy occupation data is not available; this gap is supplemented by projections from NREL, which provide job estimates for priority clean energy sectors at the state level. These projections are shown in **Figure B-3.** Southeast Louisiana comprises nearly 30% of the State's population. Therefore, it is likely that approximately 30% of these jobs will come from this region.

Legend ■ Jobs *(reported)* ■ Jobs *(modeled with IMPLAN)* ■ Jobs *(low, modeled; see methodology)* ■ Jobs *(high, modeled; see methodology)*

Solar Energy Job Estimates 2020–2030
(photovoltaics)

2020: 3,227
2025: 4,216 / 5,806
2030: 5,587 / 8,317

Wind Energy Job Estimates 2020–2030
(land-based)

2020: 318
2025: 357 / 439
2030: 391 / 599

Battery Storage Job Estimates 2020–2030
(stationary, grid-connected)

2020: 629
2025: 1,190 / 1,707
2030: 1,861 / 3,546

Energy Efficiency Job Estimates 2020–2030
(utility cost-effective measures in buildings)

2020: 2,110
2025: 5,270
2030: 9,270

Figure B-3: Clean Energy Job Potential for Louisiana Through 2030[170]

Overall, the projections indicate that significant labor market shifts are required to implement the CCAP measures. While installation and logistics-related roles remain strong in the region, accelerated demand for technical trades and emerging clean energy roles beyond baseline projections underscore the need for rapid workforce development and the strategic alignment of resources, including institutions and industry partners, to expand workforce capacity.

Key Partners

Enhancing workforce capacity in the New Orleans region requires coordinated efforts among community-based organizations, educational institutions, industry leaders, and public agencies. Several key partners are already advancing climate-aligned workforce development through training, innovation, and inclusive engagement. Strong post-Katrina recovery efforts supported by significant state and federal investments have laid the groundwork for a more resilient and greener workforce ecosystem. These existing efforts provide a solid foundation for scaling talent pipelines to meet the demands of the CCAP.

This section highlights a selection of current programs and partnerships with the potential to support and enhance CCAP implementation. While not exhaustive, it is intended to serve as a starting point for identifying and expanding collaborative opportunities.

State and Regional Agencies

Statewide agencies provide the backbone for workforce development through their extensive networks, data systems, and funding resources. These entities manage programs under federal and state mandates, ensuring consistency and scalability across regions.

- **Louisiana Workforce Commission (Louisiana Works):**[171] Oversees statewide workforce programs under WIOA, including job matching through HiRE, registered apprenticeships, and customized training. Maintains labor market data and projections, enabling evidence based planning for CCAP aligned careers.

- **Louisiana Economic Development (LED):** Offers incentives, grants, and technical assistance for businesses including those investing in clean energy, advanced manufacturing, and resilience projects. LED supports statewide strategies for economic diversification and workforce readiness.

Educational Institutions

Educational institutions including community colleges, high schools, universities, and technical schools play a central role in preparing the workforce for climate-aligned careers. They provide foundational education, technical training, certifications, and research that support emerging sectors such as clean energy, water infrastructure, and environmental resilience. These institutions also serve as innovation hubs and talent pipelines, offering opportunities for early career exposure, internships, and applied learning. Some examples of key programs from local institutions are noted below:

- **Delgado Community College & Veolia Internship Program:**[172] A hands-on internship initiative placing students in wastewater and environmental services roles at New Orleans treatment facilities. This program builds technical capacity and creates direct employment pathways in climate resilience sectors. Delgado graduates account for 1 in every 90 jobs in the region.

- **Energy Workforce Programs at Historically Black Colleges and Universities:**[173, 174, 175] Dillard University is advancing clean energy education through US Department of Energy initiatives such as the HBCU Clean Energy Education Prize and the SOLVE IT Prize. These programs support curriculum development, student engagement, and community-scale planning. Dillard is also launching a clean energy workforce certification in partnership with GNO, Inc. and Opportunity Hub (OHUB). Xavier University is a core partner in the H2theFuture coalition and is developing curricula and internships to prepare students for leadership in the clean hydrogen economy.

- **GLOW and Propeller Tech Hubs:**[176] Local universities are engaged in regional clean energy and offshore wind initiatives through the GLOW (Gulf Louisiana Offshore Wind) and Propeller Tech Hubs. These programs support applied research, technical training, and workforce readiness in renewable energy, water systems, and environmental management.

- **STEM NOLA:**[177] STEM NOLA is a nationally recognized nonprofit that delivers hands-on STEM programming to K–12 students across New Orleans. In the first half of 2025, it engaged nearly 19,000 students across seven states. Events like Rocket Day, held in partnership with Boeing, connect youth with NASA engineers and real-world aerospace applications. As climate action is scaled, school-based programs will play a pivotal role in inspiring early interest in climate and energy careers.

Community-Based Organizations and Nonprofits

Community-based organizations (CBOs) are nonprofit or grassroots institutions deeply embedded in the neighborhoods they serve. In workforce development, CBOs play a vital role by offering training, mentorship, and support services that go beyond job placement focusing instead on long-term economic mobility, equity, and community resilience. The models listed below represent viable partners for CCAP implementation, as well as replicable and scalable models for broader regional implementation.

- **Groundwork New Orleans:** [178] Groundwork New Orleans has been a leader in green infrastructure and workforce training since 2006. Through its GroundCorps and Green Team programs, it offers paid, hands-on training in stormwater management, urban forestry, and green construction. The organization has installed and maintains over a dozen rain gardens and bioswales across the city, including the Earth Lab in the Lower Ninth Ward and the Claiborne Avenue stormwater park. These projects not only reduce flood risk but also provide career pathways for local youth and young adults.

- **Healthy Community Services (HCS):** [179] Based in the 7th Ward, HCS empowers residents through education, outreach, leadership development, and hands-on training in installing and maintaining stormwater management solutions. Its Water Wise 7th Ward initiative has trains neighborhood champions in green infrastructure practices. In collaboration with its partners, the collective developed an adaptation support tool to support the design of 71 blue-green measures in the ward including French drains, dry ponds, and bioretention cells and includes measures to adapt to subsidence and heat-stress. Together, these organizations have implemented several grassroots solutions for stormwater and continue to identify and implement larger infrastructure solutions to protect their neighborhoods.

- **Louisiana Green Corps:** [180] Louisiana Green Corps offers a 16-week Construction and Conservation Corps program that provides technical training, industry certifications (e.g., OSHA 10, NABTU MC3), and paid field experience. Participants gain skills in construction, solar energy, stormwater management, and urban forestry. The program boasts a 91% job or education placement rate, with 86% of graduates retaining employment for at least six months.

- **Thrive Works Green:** [181] Thrive Works Green operates an eight-week paid cohort model that trains BIPOC residents in green infrastructure, weatherization, and solar energy. In 2022, it placed 59 of 99 graduates into living-wage jobs. Thrive also runs a Green Business Academy, which graduated 34 entrepreneurs who collectively secured over $13 million in contracts. The program is designed to build both workforce and business capacity in climate-resilient sectors. [182]

Regional Coalitions

Regional coalitions are multi-sector partnerships that bring together public agencies, private industry, educational institutions, and community organizations to drive economic growth and resilience across a defined geographic area. These coalitions often coordinate large-scale investments, workforce development strategies, and infrastructure projects to align regional assets with emerging economic opportunities. These coalitions support just transitions, and workforce pipelines that are responsive to both local needs and global trends.

- **Greater New Orleans, Inc. (GNO Inc.):** [183] Leads economic development initiatives such as H2theFuture, focusing on clean hydrogen, industrial decarbonization, and workforce transition. GNO Inc. also supports entrepreneurship and innovation through incubators and industry partnerships.

- **H2theFuture:** [184] H2theFuture is a $74.5 million public-private initiative to build a clean hydrogen cluster in South Louisiana. Led by Greater New Orleans, Inc., the coalition includes 25 partners and focuses on preserving traditional energy jobs, training for clean energy roles, and addressing historical inequities. It also supports entrepreneurship through the New Energy Technology Incubator.

- **FUEL (Future Use of Energy Louisiana):** [185] Led by LSU and backed by a $160 million NSF Engines grant, FUEL is a statewide initiative to double Louisiana's energy workforce by 2050. With over 50 partners, FUEL supports workforce development, research commercialization, and inclusive access to clean energy careers. It prioritizes hydrogen, solar, carbon capture, and sustainable manufacturing, with a strong focus on upskilling and equity.

Priorities for Workforce Development

The key workforce strategies identified for the New Orleans-Metairie MSA combine the knowledge of current conditions, local barriers and opportunities, and strong local partners to identify key areas to enhance regional capacity for collective and comprehensive climate action.

1. **Forecast Workforce Needs & Embed Capacity Building in Every Action:** Identify priority occupations needed within five years as CCAP actions scale. Embed detailed workforce forecasting and capacity-building into every climate strategy and investment as it moves from planning to implementation

   Key Actions
   - Integrate labor market analysis into CCAP strategy development using Louisiana Works and BLS data and require workforce impact assessments alongside every major investment.
   - Incorporate work-based learning models such as apprenticeships and internships into early phases of CCAP projects.
   - Mainstream climate resilience skills into existing occupations rather than creating siloed programs and use initial implementation stages to upskill the existing workforce.
   - Ensure training includes transferable skills like project management, grant writing, and stakeholder engagement.

2. **Activate Legacy Industries to Spearhead Workforce Transition:** Southeast Louisiana has lost jobs in legacy sectors since 2004 due to automation and efficiency gains.[186] However, the region retains a technically skilled workforce and industrial infrastructure that can be repurposed for clean energy and resilience. As these industries pursue greater efficiency and decarbonization, encourage the development of partnerships and in-house training programs in collaboration with leading workforce training organizations. These efforts can build on existing technical expertise while addressing job displacement caused by automation and evolving skill demands.

   Key Actions
   - Establish transition task forces with unions, employers, and workforce boards. Address automation risks and equity gaps in transition planning.
   - Support employer-led reskilling programs for clean energy technologies and energy efficiency retrofits.
   - Provide tax incentives or grants for companies that retrain displaced workers.
   - Include wraparound services (childcare, transportation) to support displaced workers entering training programs.

3. **Retain Educated Talent Through Early Engagement in Design & Engineering:** The region faces persistent outmigration of educated workers despite strong cultural identity and social capital. This trend signals limited opportunities for skilled professionals or insufficient compensation compared to peer metros. Retaining talent requires creating clear pathways into climate-aligned careers and expanding entrepreneurial opportunities that allow educated workers to build businesses locally.

   Key Actions
   - Establish internship and research capstone pipelines tied to CCAP projects in planning, engineering, and resilience design.
   - Partner with Louisiana Economic Development and local incubators to publicize programs such as the Small and Emerging Business Development Program[187], SSBCI Louisiana Opportunity Capital, and micro-lending initiatives.
   - Benchmark parish-level salaries against peer metros to identify pay gaps and advocate for competitive compensation in public and private sectors.
   - Ensure equitable access to entrepreneurial resources for minority-owned and women-owned businesses.

Preparing for Long-Term Success

At present, it is difficult to predict exactly how national and regional policies and investments will evolve, and a true workforce shift will depend on how climate actions scale over time. The most important consideration is that workforce development must remain dynamic and forward-looking. Preparing people for jobs that respond to new and emerging challenges requires flexibility and strategic thinking.

As the CCAP moves into implementation, it is prudent to draw from the ideas and resources outlined in this appendix when investments are committed or solidified. This ensures that training programs, talent pipelines, and partnerships are aligned with real opportunities rather than hypothetical projections.

Workforce development is not a one-time effort, it is a continuous cycle of monitoring, updating, and adapting. This includes upskilling and reskilling existing workers, engaging new entrants, and revisiting projections regularly to reflect changing technologies and market conditions. By maintaining this iterative approach, Southeast Louisiana can build a resilient workforce that thrives alongside the region's climate and economic goals.

The transition to a low-carbon, climate-resilient economy in the planning area will hinge on the region's ability to mobilize, train, and retrain a skilled and inclusive workforce. This appendix underscores that achieving this Plan's vision is not simply a matter of technology or infrastructure; it is a fundamentally people-centered endeavor. Strengthening talent pipelines, aligning education and training with emerging climate priorities, and ensuring equitable access to opportunity are essential to translating planning into progress. By leveraging existing assets like strong institutions, innovative partnerships, and community networks, the region can turn workforce challenges into catalysts for shared benefits. With coordinated investment and commitment, Southeast Louisiana can build a future-ready workforce that is capable of driving climate action, advancing equity, and sustaining the region's prosperity for generations to come.

Engagement Summary

APPENDIX C

Appendix C:
Engagement Summary

Community Engagement

The first round of community engagement took place in June of 2025 and consisted of four in-person pop-up events at local community gatherings and three community open houses open to the public. At these events, the CCAP planning process was shared with the public for their feedback on regional strengths, opportunities, challenges, and potential solutions. Locations were chosen to optimize engagement with disadvantaged and low-income communities. Participants were asked the following questions, posted on large foam-core boards to encourage physical interaction with planning components.

- How has extreme weather (flooding, heatwaves, air quality) affected your daily life, your home, or your ability to access services? What changes have you noticed in your neighborhood over time? Where are impacts from water, wind, heat, and land loss happening? (Participants were encouraged to place dot stickers on a large map of the planning region)

- What are the challenges preventing you or your community from making different choices or preparing for extreme weather?

- What actions or support would help you or your city or Parish make different choices and protect neighborhoods from extreme weather?

- What are some positive changes, programs, or community efforts you have seen that make you feel proud of your neighborhood?

- Is there something else we should consider while developing the Comprehensive Climate Action Plan? Let us know your thoughts and ideas!

A summary of engagement is shown in **Table C-1**. A total of 132 community members were engaged.

Table C-1: *Summary of CCAP Public Engagement*

EVENT TYPE	DATE	TIME	LOCATION	APPROX. ENGAGEMENT
Pop-Up Event	June 3, 2025	2:30 – 4:30 p.m	Belle Chasse Library, 8442 LA-23, Belle Chasse, LA 70037 (Plaquemines Parish)	3
Pop-Up Event	June 7, 2025	8:00 a.m. – 12:00 p.m.	Hammond Farmers & Artisans Market, 106 NW Railroad Ave, Hammond, LA 70401 (Tangipahoa Parish)	41
Pop-Up Event	June 12, 2025	1:00 – 3:00 p.m.	St. Charles Parish West Regional Library, 105 Lakewood Dr, Luling, LA 70070 (St. Charles Parish)	12
Pop-Up Event	June 20, 2025	9:00 a.m. – 1:00 p.m.	Christian Fellowship Family Worship Center Food Drive, 5816 E. Judge Perez Dr, Violet, LA 70092 (St. Bernard Parish)	66
Community Open House	June 24, 2025	5:00 – 7:00 p.m.	Delgado Community College – City Park Campus, Building 23 (Student Life Center, Dolphin Den), 894 Navarre Ave, New Orleans, LA 70124 (Orleans Parish)	6
Community Open House	June 25, 2025	5:00 – 7:00 p.m.	Regala Gymnasium, 194 Regala Park Rd, Reserve, LA 70084 (St. John Parish)	3
Community Open House	June 26, 2025	5:00 – 7:00 p.m.	Southeastern Louisiana University, Student Union – Room 2207, 303 Union Ave, Hammond, LA 70402 (Tangipahoa Parish)	1
Total				**132**

Once all seven meetings were concluded, themes were consolidated around community strengths, current impacts being felt, potential solutions, and barriers to action. These insights resulted in a first round of action strategy refinement to make them more respondent to concerns being identified by community members. Themes from the six pop-ups and community open houses are presented below.

Community Strengths

- Growing awareness of climate risks among residents
- Sustainability and urban agriculture programs in schools
- Improvements to biking infrastructure and stormwater management
- Campus-level tree preservation efforts
- Industry-led innovation in recycling technologies
- Canal upgrades and public walking paths on levees

Personal and Community Impacts

- Frequent flooding on major roads and low-lying areas
- Increased extreme heat affecting health, recreation, and utility costs
- Worsening air quality and related respiratory issues
- Power outages and wind damage from frequent severe weather
- Cultural shifts from repeated disasters; some residents do not return
- Insufficient shaded areas, especially at schools and for outdoor workers
- Inaccessible or absent public and recreational spaces for teens
- Loss of community cohesion and sense of place in vulnerable areas

Solutions for Resilience

- Strengthened community partnerships and civic engagement
- Expansion of stormwater credit programs and green infrastructure
- More reliable public transportation and street drainage improvements
- Use of solar-powered shade structures in public spaces
- Adjustments to zoning, building codes, and land-use practices
- Educational programs for youth and broader climate communication
- Community solar initiatives and support for energy efficiency upgrades
- Funding for sustainability centers and local recycling programs
- Reuse of blighted or vacant lots as public greenspace

Barriers to Action

- Inadequate infrastructure maintenance and reactive planning
- Limited funding, staffing, and technical expertise
- Disjointed or unclear public communication
- Jurisdictional disputes slowing drainage improvements (e.g., Metairie Rd)
- Public disengagement or lack of perceived interest
- Few charging stations for electric vehicles
- Residents' limited influence on decision-making
- Industry accountability gaps, especially in petrochemical zones

Public Survey

In conjunction with this initial round of public engagement, a survey was released to gather virtual public input on climate hazards and climate action in the region. The form was posted on the RPC website and distributed to multiple in-house mailing lists. It was open during the first round of community engagement (June through July) and received a total of 216 responses.

A synthesis of survey results tells us that the most pressing hazards for Southeast Louisiana are extreme heat and flooding from more intense precipitation events. These events increase cost of living by increasing demand for energy, damaging property and infrastructure, and raising insurance costs. When asked to prioritize solutions for reducing greenhouse gases and preparing for extreme weather, community members are more comfortable with proven, widely accepted solutions like energy efficiency, tree plantings, and reducing waste. Less popular are novel solutions like electric vehicles and heat pumps. Barriers to the type of preventative actions that can reduce risk are largely financial and educational. Community members are requesting financial assistance and help identifying ways to prepare for some of the worst impacts from climate hazards. Possible strategies to address community priorities could include:

- Better communication on how to prepare for extreme weather, air quality alerts, etc.
- Deliberate adjustment of controllable costs like electricity (on-site renewable generation) and transportation (affordable and accessible public transit)
- Community funds for disaster preparedness and recovery
- Local government action to strengthen at-risk infrastructure, operate resource centers during emergencies, and develop more comprehensive emergency operations plans

It is important to recognize that many community members in the region are already having trouble meeting basic needs. Climate change mitigation and adaptation actions are a luxury. The solution lies in integration — flexing existing local programs through enhanced outreach (e.g., utility rebates for energy efficiency, local grants for home weatherization) and consideration of climate impacts in municipal budgets/programs for streets, stormwater infrastructure, community centers, and other public services.

Stakeholder Outreach

In September of 2025, a total of six engagement workshops were facilitated as part of the second round of community outreach for the RPC's Comprehensive Climate Action Plan (CCAP). After months spent reviewing literature and soliciting community member feedback, a shortlist of climate action strategies was refined and presented for stakeholder feedback. Stakeholders included RPC contacts who are policymakers in local government, planners and engineers, university fellows, representatives from local industry, and lead staff at utility companies and nonprofit organizations.

Three workshops were focused on one of three sectors (Transportation & Land-Use, Buildings & Energy, or Industrial & Port Facilities) with pre-selected participants who were invited to attend as subject matter experts in the respective fields. These three sector groups were chosen because they represent the three highest sources of emissions in Southeast Louisiana. Invites were sourced based on existing RPC contacts in the nine-parish study region. These sector experts were asked to rank their top actions and **give suggested modifications and comments concerning feasibility, impact, ongoing work, and regional context.**

An additional three focus groups were held to solicit input on all sectors from non-profit and public partners. These focus groups were held to complement the sector-based workshops and provide additional input on proposed climate action strategies from community leaders and non-profit organizations working on their own community-building projects. Invites for focus groups were sourced from **public relations subconsultant firm The Hawthorne Agency's contacts in the study region.**

Additionally, cross-sector actions were presented to all groups concerning climate mitigation and adaptation strategies for Natural Systems & Water, Waste & Materials, and Community Well-Being & Emergency Management. Participants were asked to prioritize actions within sectors and provide additional feedback on barriers to implementation, additional opportunities, impacts to disadvantaged communities, and potential connections to workforce development. Feedback was used to further refine and prioritize final actions for inclusion in the CCAP. **See Table C-2 for a count of actions presented to workshop groups by sector.**

Table C-2: Count of Actions Presented to Workshops

SECTOR	COUNT
Transportation & Land-Use	16
Buildings & Energy	12
Industrial & Port Facilities	11
Natural Systems & Water	10
Waste & Materials	8
Community Well-Being & Emergency Management	18
Total Actions Presented	75
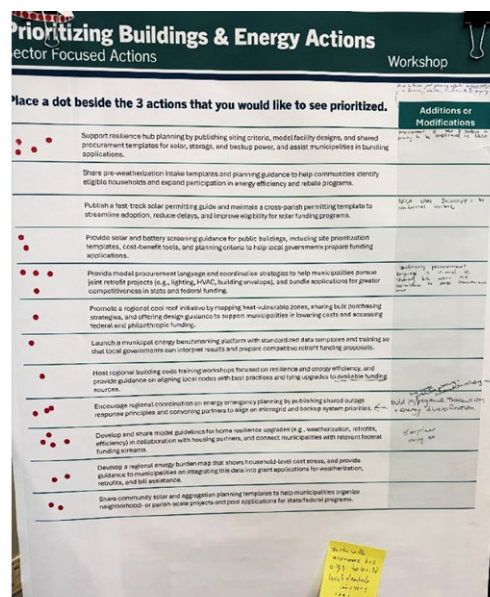
Example Action Prioritization Poster (Stantec Staff Photo)

The goal of the workshops and focus groups was to facilitate open communication with regional stakeholders about the planning process of the CCAP and ask for their input on prioritization of draft actions and feedback on barriers and opportunities to help refine proposed actions.

Participants placed dot stickers on 24"x36" posters displaying the listed actions to indicate their preference. They were encouraged to write any additions or modifications they wished to see in a column to the right of the actions. An example poster from the Buildings & Energy sector meeting is shown in **Figure C-1**. Foam boards with room for sticky-note comments on barriers, opportunities, disadvantaged community concerns, and workforce connections were also used to gain further insight into how the proposed actions, in general, might fit into regional political, cultural, and social context. An example of one of these boards, also for the Buildings & Energy sector meeting, is shown in **Figure C-2**.

Workshop Details
Two-hour workshops were held in-person at RPC offices. Each participant was allowed to vote for their top three preferred actions in the sector being discussed and in the three cross-sector categories. Because of time constraints, not all sector-focused workshops were shown all the cross-sector actions, and this was noted in the action prioritization feedback spreadsheet as N/A – not available for vote. Participants were also asked to attach comments to individual actions and submit general comments about regional barriers, opportunities, considerations for disadvantaged communities, and workforce concerns.

Focus Group Details
Focus groups were less specialized and lasted 90 minutes with two focus groups held in-person and one held virtually. Participants were allowed to vote for their top three preferred actions in each of the six sectors, attach comments to individual actions, and submit general comments about regional barriers, opportunities, considerations for disadvantaged communities, and workforce concerns.
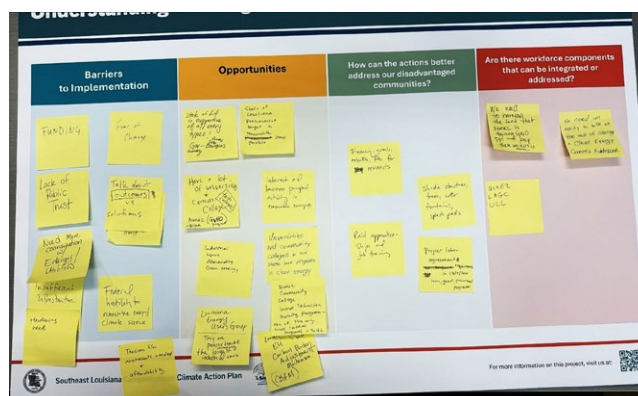
Example Barriers and Opportunities Board (Stantec Staff Photo)

Summary of Barriers and Opportunities

When it comes to addressing climate risk in Southeast Louisiana, significant barriers to action include a legacy of distrust between communities, politicians, and industry, limited public understanding of opportunities and benefits of reducing the impact of climate hazards, lack of funding, poor communication among policymakers and between policymakers and community members, and a culture resistant to change.

Community members need to have the opportunity to understand the value of investments being made by their elected officials, especially given that big changes are usually met with skepticism in this region. Distrust between community members and large petrochemical corporations is also an element of the local political landscape that cannot be ignored. While the RPC's authority over these entities is limited, actions are framed in ways that recognize this socio-ecological imbalance and advance community capacity for self-organization.

Tables C-3 through **C-6** consolidate the barriers and opportunities identified and discussed by the workshops and focus groups and detail how these insights affected further refinement of action strategies.

Table C-3: Transportation & Land-Use Barriers & Opportunities

TRANSPORTATION & LAND-USE BARRIERS & OPPORTUNITIES	
Barriers	• **Funding** Funding was listed by multiple workshop participants as a barrier to transportation improvement projects. Proposed actions in this sector must be accompanied by a comprehensive funding review to be feasible. • **Competing priorities across communities** RPC should continue to serve as a convener of different perspectives when it comes to advancing regional transportation improvement projects. Proposed transportation projects may need to differ by Parish based on community support. One size does not fit all. • **Overcoming resistance to change** Skepticism about abandoning the status quo is a big barrier to adopting innovative solutions. Public outreach and education at all phases of project development and planning, town hall discussions, and case studies with clear cost-benefit analyses will be needed before planning and implementation to attain necessary community buy-in for long-term success.

Table C-3: Transportation & Land-Use Barriers & Opportunities

TRANSPORTATION & LAND-USE BARRIERS & OPPORTUNITIES

| Opportunities | **Apprenticeships**
Multiple participants mentioned the appeal of apprenticeships in transportation to grow the necessary workforce for clean energy technologies and bolster employment opportunities for local talent. Municipal collaboration and RPC-led consolidation, publication, and promotion of these opportunities should be prioritized. The local population needs access to family-supporting jobs and a trusted education to employment pipeline.
Shared values (coastal restoration, aesthetics, flood mitigation)
Despite differing political landscapes in participating parishes, there are several core concepts that have bipartisan support. Actions should be framed around preserving coastal landscapes, beautifying neighborhoods or transportation corridors, and preventing flooding.
Better communication (regional, tools, trainings, dashboards)
Across the board, community members are requesting better regional communication with regard to standardized best practices, available decision-making tools, and available trainings. In addition to apprenticeship promotion, RPC should create more accessible regional tools and dashboards that can be visited by municipal planners for standardized policies (trenching, complete streets, green infrastructure, cost-benefit analyses) and a grounding of efforts in regional context and priorities.
Partnerships with local community and technical colleges
(Delgado, Nunez)
Local technical schools were identified as being nimble, adaptive, and responsive to community needs. Transportation actions that involve technical assistance, regional data interpolation, and skills training should be run though these local institutions for additional support. Programs like Nunez's Sustainable Energy Career Academy and Delgado's courses in renewable energy and hydrogen, wind turbine welding, industrial maintenance technology, and power plant operations can be applied to the formulation of actions of all different sectors.
Zoning/development incentives and regional coordination
Communities must communicate to standardize the incentives offered to developers, especially concerning community benefits agreements. Some parishes have innovative zoning incentives for density, tree plantings, and more that should be publicized and shared with other communities. RPC can play a role by publishing case studies and convening workshops. |

Table C-4: Buildings & Energy Barriers & Opportunities

BUILDINGS & ENERGY BARRIERS & OPPORTUNITIES	
Barriers	**• Community awareness, misinformation, and lack of trust** To overcome community and political resistance to change in the buildings and energy sector, an education outreach campaign must be conducted that emphasizes the benefits of new technology and clearly communicates process, cost, and benefit in a simple, forthright manner. **• Investment needs far outweigh funding availability** There is a general sense that the funds needed for impactful, regional actions in buildings and energy are greater than those available. As with transportation actions, recommendations in this sector must come with clear cost-benefits analyses and/or comprehensive funding reviews with application opportunities for strategies to be feasible.
Opportunities	**• Regional expansion of benchmarking tools** New Orleans is already implementing an energy benchmarking process that could be scaled and publicized to other municipalities and parishes. RPC could create a centralized benchmarking platform to encourage data tracking, retrofits, and cost savings across the nine-parish region. **• Exploring a relationship with the Louisiana Energy Users Group (LEUG)** The LEUG is a coalition of major industrial players that lobbies for industry-friendly utility policies. While there is some risk that this coalition's goals could result in raised rates for residential users, they should be brought to the table for discussions about on-site renewable energy generation at industrial facilities (a policy stance supported by this group). **• Partnerships with local community and technical colleges** Local colleges like Nunez and Delgado already have programs related to renewable energy skills training. These schools should specifically be used as partners when advancing clean energy workforce programs because they have Global Wind Organization (GWO) certified wind turbine operation and maintenance programs. This connects strongly to the potential for offshore wind in the state. **• Clean and renewable energy opportunities** There seems to be varied support for renewable energy in Louisiana. The 2022 climate action plan sponsored by then Governor Edwards supported offshore wind development and the general deployment of renewable energy technology. The current Louisiana and federal administrations are less supportive and sometimes actively against offshore wind and similar renewable projects. Communities are also skeptical of solar and wind. This political landscape needs to be navigated with tact when exploring renewable energy solutions.

Table C-5:Industrial Facilities Barriers & Opportunities

INDUSTRIAL FACILITIES BARRIERS & OPPORTUNITIES	
Barriers	• **Disconnect between industry R&D and emerging technologies** Participants mentioned a disconnect between emerging opportunities in clean fuels, carbon capture, and other clean technology innovations and industry R&D priorities. Convincing large industrial players to abandon the status quo and invest in new processes is a hurdle. Communities and RPC must walk the line between maintaining inviting economic environments for industry while also claiming some authority of development contracts and community benefits clauses. Clean energy partners can also help promote investment and adoption through pilot projects and roundtable discussions. • **Feasibility and cost economics** Large-scale process changes are often not feasible for industries given large upfront capital costs and varying lifecycle costs. Participants noted that feasibility studies are not needed so much as cost-benefit results and funding resources. • **Inside vs outside the fence (implementation authority)** RPC does not have much leverage concerning actions that take place within industrial facilities to lower emissions. There is an opportunity to support outside the fence needs, strategies, and partnerships that can support components such as monitoring requirements, community oversight, and soft incentives that help drive technology change.
Opportunities	• **Technology adoption partners** Several groups are working to build the economy around technology adoption for industry in Louisiana. These partners should be included in recommendations dealing with new tech adoption: Newlab New Orleans, LSU's FUEL (Future Use of Energy in Louisiana) program, and ULL's Energy Efficiency and Sustainable Energy Center. • **Tax incentives and client drivers as levers for change** Multiple participants mentioned the importance of tax incentives and market research (centered on international export economies) in persuading Louisiana-based companies to adopt low-carbon production practices and produce low-carbon technologies for export (green hydrogen, solar, wind, etc.). RPC could conduct export economy studies in collaboration with clean technology partners as a way to help spur these emerging economies within the state (by hopefully supporting the conclusion that these industry shifts can be profitable at an international scale). • **Actions that reduce risk from climate hazards** Opportunity for a focus to be reducing risks and increasing resilience. Can RPC convene vulnerability assessments of critical infrastructure and/or critical industries with up-to-date rainfall and climate data?

Table C-6: Focus Groups Barriers & Opportunities

FOCUS GROUPS BARRIERS & OPPORTUNITIES	
Barriers	• **Working communities** An overwhelming theme in Southeast Louisiana, where an industrial corridor is termed "Cancer Alley" because of the effects of industrial air and water pollution, is that municipal governments bow too easily to the power of large corporations instead of pursuing policies that protect the vulnerable and lead to an equitable distribution of benefits. Political culture in this region needs to change so that communities have more power to hold polluters accountable. • **Poor communication around benefits of actions** Current climate action strategies are being implemented without enough public outreach to educate communities about the benefits of these actions. Subsequent plans need clear and comprehensive explanation of direct and indirect benefits (e.g., aesthetics, talent retention). • **Outmigration ("brain drain")** The educated population is leaving the state because of the political landscape, corruption, and lack of opportunity. All actions that incorporate workforce development should come from a lens of retaining top talent. • **Poor regional cooperation** Pay-for-play style corruption, lack of technology literacy, overworked staff, and poor communication practices limit the effectiveness of regional cooperation around any big impact issues. Recommendations should include opportunities that spark regional collaboration (e.g., roundtables or workshops hosted by RPC) and normalize lines of communication between relevant departments and agencies. • **Distrust of politicians and skeptical of change** Reform in the way politicians interact with big business and in the way information is distributed to communities is essential – communities need to have accessible and reliable information that permits them to successfully organize for their interests. Once again, education and outreach around climate initiatives needs to be rethought, centralized, made more digestible, and strengthened.
Opportunities	• **Community Benefits Plans** Already existing community benefits plan concepts can be hardened and expanded in Southeast Louisiana to be longer-term and more enforceable. The region has an opportunity to come together as a united front in demanding accountability from large corporations. • **Partnerships for information sharing** RPC can work with local technical and community colleges to host discussions and distribute information in a more centralized way for the region. People are hungry to be led toward arenas where they have the opportunity to connect with like-minded organizers, planners, educators, operators, and policymakers. • **Cultural heritage and sustainability** RPC can work off examples like recyclable Mardi Gras beads and electric parade floats, bayou preserves, and other intersections of culture and community action in Southeast Louisiana to drive buy-in of projects that preserve a way of life for future generations (e.g., flood mitigation, land subsidence).

General Feedback

Workshop and focus group participants also had more general feedback on the presented climate action strategies and the planning process as a whole. These comments are summarized below.

- **Strengthen Public Trust and Education**
  - Provide broad public education on the energy grid, regulation, risks (health, weather, pollution), and resilience.
  - Address distrust of government projects and clarify how projects impact jobs, water use, and affordability.
  - Make education an ongoing action area, not an afterthought.

- **Advance Energy Transition and Infrastructure Planning**
  - Support clean tech industry growth and plan for decommissioning Gulf oil and gas infrastructure that blocks offshore wind.
  - Raise awareness for long-range transmission planning to integrate new energy sources.
  - Ensure local climate action plans tie into regional CCAPs for funding and continuity.

- **Tackle Barriers to Implementation**
  - Reform state procurement (e.g., solar installation rules) to make projects easier to deliver.
  - Clarify ownership and reliability of resilience hubs (e.g., water backup issues).
  - Learn from local experiences, like St. James' solar moratorium, to balance industry and community needs.
  - Explore expanded uses of federal block grants to fund resilience and transportation projects.

Full List of Actions Presented to Stakeholders

APPENDIX D

Appendix D:

Full List of Actions Presented to Stakeholders

The actions listed below are a comprehensive list of draft actions that were presented to stakeholders during the September 2025 workshops.

Transportation & Land-Use

- Support regional EV and alternative-fuel infrastructure planning by mapping existing and planned sites, identifying priority gaps, and developing siting principles and model EV-ready development policies. Provide a shared grant resource guide to help municipalities expand charging safely and consistently.

- Provide model policies and overlays to help municipalities incorporate affordable housing into transit-oriented development, emphasizing gentle density strategies and equitable access to services near transit.

- Support feasibility studies for bus rapid transit, ferry routes, and commuter rail service by publishing corridor assessments and convening regional partners to prepare competitive applications for federal transit planning and capital funding.

- Publish a Complete Streets Resilience Menu with standard design elements (e.g., permeable surfaces, shade structures, elevated crossings) and cost templates and provide training for local staff on using these materials in state and federal grant applications.

- Develop a regional transportation equity assessment that maps access gaps for jobs, schools, and healthcare, and share guidance for aligning local projects with federal Justice40 funding.

- Support regional studies on climate-ready bus stops / stations / shelters by preparing a site inventory and design guide for shaded, elevated, and solar-powered shelters, and help local governments apply for implementation grants.

- Facilitate the development of a flood-vulnerability map of regional transportation corridors by convening local governments, identifying at-risk segments, and outlining funding strategies for elevation, hardening, or rerouting.

- Facilitate a regional freight air quality and GHG emissions study to identify pollution hotspots, assess health and climate impacts, and develop a mitigation playbook with strategies such as mode shift, electrification, and anti-idling. Provide a summary of related federal and state funding opportunities for local partners.

- Develop an accessibility checklist for transit and resilience projects to ensure investments address the needs of seniors, people with disabilities, and under served communities. Share model evaluation criteria and connect municipalities with equity-focused funding resources.

- Encourage equitable fare policy pilots, such as fare capping or income-based discounts, by sharing model policies, convening peer agencies, and assisting transit providers in pursuing funding for affordability initiatives.

- Coordinate resilience planning for the New Orleans–Baton Rouge rail corridor by convening partners, preparing a resilience addendum that addresses flood, storm surge, and backup power risks, and highlighting relevant federal rail funding opportunities.

- Publish a regional brownfield reuse guide with standardized site profile templates and example redevelopment scenarios (e.g., parks, wetlands, clean energy projects) to help local governments advance reuse opportunities and apply for funding.

- Map priority evacuation routes in collaboration with local partners, publish a recommended upgrades list (e.g., signage, lighting, shoulder improvements), and package funding applications for resilience and safety improvements.

- Convene peer exchanges and develop shared toolkits for joint fleet transition planning, allowing municipalities to reduce costs for cleaner buses and service vehicles through coordinated procurement and collaborative grant applications.

- Develop and share an anti-idling toolkit with draft ordinances, signage templates, and outreach materials. Provide guidance on how communities can align local programs with federal and state funding opportunities for cleaner fleets.

- Coordinate a regional mobility innovation scan (e.g., EV carshare, on-demand transit pilots, e-bikes) and publish lessons learned from peer metros to inform local feasibility studies.

Buildings & Energy

- Develop and share model guidelines for home resilience upgrades (e.g., weatherization, retrofits, efficiency) in collaboration with housing partners and connect municipalities with relevant federal funding streams.

- Share community solar and aggregation planning templates to help municipalities organize neighborhood- or parish-scale projects and pool applications for state/federal programs.

- Support resilience hub planning by publishing siting criteria, model facility designs, and shared procurement templates for solar, storage, and backup power, and assist municipalities in bundling applications.

- Develop a regional energy burden map that shows household-level cost stress and provide guidance to municipalities on integrating this data into grant applications for weatherization, retrofits, and bill assistance.

- Provide model procurement language and coordination strategies to help municipalities pursue joint retrofit projects (e.g., lighting, HVAC, building envelope), and bundle applications for greater competitiveness in state and federal funding.

- Host regional building code training workshops focused on resilience and energy efficiency and provide guidance on aligning local codes with best practices and tying upgrades to available funding sources.

- Publish a fast-track solar permitting guide and maintain a cross-parish permitting template to streamline adoption, reduce delays, and improve eligibility for solar funding programs.

- Promote a regional cool roof initiative by mapping heat-vulnerable zones, sharing bulk purchasing strategies, and offering design guidance to support municipalities in lowering costs and accessing federal and philanthropic funding.

- Encourage regional coordination on energy emergency planning by publishing shared outage response principles and convening partners to align on microgrid and backup system priorities.

- Provide solar and battery screening guidance for public buildings, including site prioritization templates, cost-benefit tools, and planning criteria to help local governments prepare funding applications.

- Share pre-weatherization intake templates and planning guidance to help communities identify eligible households and expand participation in energy efficiency and rebate programs.

- Launch a municipal energy benchmarking platform with standardized data templates and training so that local governments can interpret results and prepare competitive retrofit funding proposals.

Industry

- Convene a regional roundtable on shoreline and wetland restoration alternatives near industrial and port facilities and publish shared project templates to help parishes prepare funding applications beyond large-scale diversion projects.

- Facilitate a regional workforce transition planning brief for port and industrial workers, identifying training pathways in electrification, resilience construction, and green infrastructure, and connect partners to workforce grants.

- Support exploratory planning for low-carbon materials and carbon capture by convening stakeholders, publishing feasibility guidance, and identifying pilot opportunities that can align with industrial land use and permitting.

- Promote clean-tech and circular economy clusters by publishing regional market research and site profiles and coordinating with partners to connect industries to economic development and incentive funding.

- Facilitate voluntary GHG reporting by publishing a standard reporting template, hosting training sessions, and linking facilities to grant programs tied to emissions tracking and reductions.

- Share case studies on alternative power reserves for industrial sites, highlighting solar, battery storage, and hybrid backup systems, and provide guidance on aligning project concepts with funding opportunities.

- Support port electrification planning by publishing an inventory of equipment and power needs and coordinate joint funding applications for shore power and clean equipment investments.

- Develop model overlays for voluntary "Clean Industry Zones" that integrate clean energy, resilience, and emissions reduction features, and provide local governments with zoning and land use templates.

Natural Systems & Water

- Support a 30% regional tree canopy goal by sharing ward-level canopy maps, publishing a planting toolkit, and helping municipalities align canopy expansion with federal forestry and urban heat mitigation programs.
- Encourage living shorelines and stormwater catchment parks by publishing a regional concept portfolio, mapping candidate sites, and assisting communities with grant packaging for resilience and public space enhancements.
- Convene regional watershed restoration planning sessions, map shared priorities, and publish coordination frameworks that help parishes prepare stronger joint applications for riparian buffers and floodplain projects.
- Develop urban heat risk overlays combining tree canopy, surface temperature, and social vulnerability, to help parishes prioritize cooling investments and funding applications.
- Publish high-resolution green infrastructure maps identifying priority areas for drainage, cooling, and flood mitigation, and provide training to local governments on how to use these tools in project design and grant applications.
- Support blue-green infrastructure integration by publishing planning guidance on how drainage, levees, and natural systems can be co-designed for resilience.
- Develop standard design templates for green alleys, bioswales, and other neighborhood-scale green infrastructure, and coordinate bundled funding applications for stormwater and resilience improvements.
- Share parish-level green infrastructure playbooks with model policies, design standards, and maintenance protocols to guide long-term implementation and funding strategies.
- Facilitate a GOMESA-to-Community planning guide with sample scopes and coordination strategies for small- and medium-scale coastal restoration projects, helping parishes align proposals with federal funding requirements.
- Develop a tree canopy offset planning framework, including contribution models and planting databases, to help municipalities integrate canopy goals into land use planning and development review.

Waste & Materials

- Promote applied research pilots in clean energy, resilience, and recycling by fostering partnerships among universities, local industries, and municipalities, and supporting local teams in pursuing federal R&D opportunities.
- Develop a regional waste strategy that provides planning guidance for landfill gas recovery, recycling infrastructure, food rescue, and reuse initiatives, and support joint grant applications across parishes.
- Support community-scale reuse and repair centers by publishing model program templates, identifying viable facility types, and connecting local governments to circular economy grants and philanthropic funding streams.
- Publish a construction and demolition debris reuse playbook, including model ordinances and procurement guidance, to divert materials into shoreline stabilization and restoration projects.
- Encourage food rescue and redistribution programs by mapping regional partnerships among nonprofits, grocers, and logistics providers, and supporting collaborative funding proposals to reduce food insecurity.
- Facilitate regional waste-to-reuse coordination by publishing planning guidance for a digital materials exchange and identifying circular economy pilot models for local adaptation.

Community Well-Being & Emergency Management

- Support housing affordability and resilience by publishing model program designs that combine weatherization, retrofits, and rental assistance, and connect municipalities with HUD and DOE funding opportunities.
- Publish a regional economic diversification brief highlighting planning opportunities in clean energy, restoration, and recycling, and connect partners with federal resilience and economic transition funds.
- Provide technical assistance to small and rural parishes through shared staff resources, model policies, and coordinated applications for resilience and infrastructure upgrades.
- Map priority cooling centers, transit stops, and public spaces as part of a regional heat relief strategy, and support bundled grant applications for shade, canopy, and cooling infrastructure.
- Work with parishes to establish a regional volunteer and civic engagement framework to support resilience efforts such as tree planting, heat relief, and disaster response, and connect communities with philanthropic partners.

- Develop resilience finance guidance (e.g., green bonds, resilience districts, revolving funds) to help local governments diversify beyond federal grants.

- Support development of a clean energy workforce planning brief by conducting a regional skills gap scan, aligning curricula with retrofit and EV jobs, and coordinating with training providers on funding.

- Facilitate neighborhood-scale resilience hub planning by publishing case studies, siting criteria, and design templates for solar, storage, and cooling infrastructure, and bundle applications for funding.

- Advance nature-based restoration workforce training by publishing skill standards, identifying priority project types, and connecting workforce providers to federal and state funding opportunities.

- Publish a regional climate dashboard with key performance metrics, and provide technical assistance so municipalities can use the data for compliance and reporting tied to federal requirements.

- Share resilience planning principles for transportation hubs by convening hospitality and tourism partners, publishing continuity protocols, and packaging grant applications for flood-proofing and emergency preparedness.

- Develop an equity screening tool for climate actions to help municipalities prioritize projects in under served areas, and provide model grant language for equity-focused funding programs.

- Create regional heat-health operations guidance with standardized activation triggers, cool-kit specifications, and siting principles for shade and shelter near transit and community facilities.

- Coordinate seasonal public outreach campaigns on heat, flooding, and air quality by publishing messaging calendars, developing communication templates, and helping municipalities pursue outreach grants.

- Facilitate engagement with tribal governments and frontline communities to align regional resilience hub planning, relocation strategies, and restoration job pathways.

- Develop a climate risk communications toolkit with multilingual outreach templates and strategies, and offer training to municipalities on effective use of the resource.

- Promote local congestion management strategies by publishing case studies and planning guidance for parking pricing, curb-use pilots, commuter programs, and traveler information systems.

- Facilitate municipal mutual-aid planning by publishing shared equipment inventory templates, model MOUs, and guidance on coordinating funding for emergency response.

Partnership Opportunities

APPENDIX E

Appendix E:

Partnership Opportunities

The partners listed below were identified during stakeholder workshops held in September 2025. While not exhaustive, this list acknowledges the ongoing climate and community initiatives that exist and emphasizes the importance of leveraging these efforts where feasible.

Association of Energy Engineers (AEE): Professional organization providing certification, training, and networking for energy professionals across Louisiana to advance energy management, sustainability, and decarbonization goals in industry and government.

Climate Reality Project: International nonprofit founded by Al Gore with active Louisiana chapters promoting climate science awareness, advocacy for clean energy, and community engagement to accelerate local climate action.

Deep South Center for Environmental Justice: The Deep South Center for Environmental Justice (DSCEJ is based in New Orleans and is a nationally recognized leader in environmental and climate justice. Through its "Communiversity" model, DSCEJ partners with frontline communities, researchers, and policymakers to address pollution burdens, climate risks, and inequitable infrastructure across the Gulf Coast. The organization provides community-driven research, workforce training, and policy advocacy—helping neighborhoods access funding, build resilience, and shape climate-action decisions that directly impact health, safety, and well-being.

Delgado Community College: New Orleans–based institution offering technical training and certification programs in energy efficiency, renewable energy systems, and environmental management to prepare students for careers in the green economy.

Energy Future New Orleans Coalition: A collaborative of organizations that worked for the adoption of the Renewable Portfolio Standard approved by City Council in 2021 (net-zero carbon emissions by 2040 for local utility providers).
Greenlight New Orleans: Local nonprofit advancing climate initiatives and emissions reductions through LED lighting switches, backyard gardens, and rain barrels.

Gulf States Renewable Energy: Regional nonprofit and industry alliance supporting the expansion of solar, wind, and other renewable energy technologies across

Louisiana and the Gulf Coast through policy advocacy, workforce development, and public outreach.

Louisiana Energy Users Group (LEUG): Association of large industrial energy consumers advocating for reliable, cost-effective electricity and fair regulatory policies, engaging in discussions on grid modernization and energy market reforms.

LSU's Future Use of Energy in Louisiana (FUEL): Multidisciplinary research initiative at LSU exploring pathways for Louisiana's transition to cleaner, more resilient energy systems through applied research, partnerships, and policy analysis.

LSU's Institute for Energy Innovation: University-led research institute driving advancements in energy technology, policy, and workforce development to position Louisiana as a leader in low-carbon innovation and economic diversification.

Newlab: Innovation hub and technology incubator fostering collaboration among entrepreneurs, engineers, and researchers to develop scalable solutions in clean energy, mobility, and climate resilience, including projects in Louisiana's emerging energy sectors.

Nunez Community College: Regional technical college in St. Bernard Parish providing workforce training and education in sustainable energy technologies, process operations, and industrial efficiency to support Louisiana's clean energy transition.

ULL's Energy Efficiency and Sustainable Energy Center: Academic center at the University of Louisiana at Lafayette conducting research and community outreach to improve building efficiency, promote renewable energy, and support sustainable infrastructure development.

LIDAC List of Census Tracts

APPENDIX F

Appendix F:

LIDAC List of Census Tracts

Communities with residents that have low incomes, limited access to resources, and disproportionate exposure to environmental or climate burdens are commonly referred to as Low-Income and Disadvantaged Communities (LIDACs). Although the Inflation Reduction Act does not formally define LIDACs, the EPA had published publicly available datasets that identify them using vulnerability indices such as the Climate and Economic Justice Screening Tool and the Environmental Justice Screening and Mapping Tool. These tools assessed indicators across categories including air quality, climate change, energy, environmental hazards, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. These definitions and tools were developed prior to the establishment of the Trump administration, and several have since been archived in accordance with their guidance. However, the project team referenced the last available public version to ensure consistency and transparency. The inclusion of a census tract list in the report was necessary to demonstrate how climate action planning efforts are targeting and benefiting LIDACs, in alignment with CPRG program requirements. The following census tracts were identified as disadvantaged by the Climate and Economic Justice Screening Tool.

Parish	Census Tract 2010 ID
Jefferson Parish	22051020202
Jefferson Parish	22051020502
Jefferson Parish	22051020505
Jefferson Parish	22051020513
Jefferson Parish	22051020516
Jefferson Parish	22051020600
Jefferson Parish	22051020700
Jefferson Parish	22051021000
Jefferson Parish	22051021200
Jefferson Parish	22051021500
Jefferson Parish	22051021600
Jefferson Parish	22051021803
Jefferson Parish	22051021804
Jefferson Parish	22051022001
Jefferson Parish	22051022303
Jefferson Parish	22051023100
Jefferson Parish	22051023700
Jefferson Parish	22051024600
Jefferson Parish	22051024700
Jefferson Parish	22051024900
Jefferson Parish	22051025001

Parish	Census Tract 2010 ID
Jefferson Parish	22051025003
Jefferson Parish	22051025103
Jefferson Parish	22051025104
Jefferson Parish	22051025201
Jefferson Parish	22051025202
Jefferson Parish	22051025400
Jefferson Parish	22051025500
Jefferson Parish	22051025700
Jefferson Parish	22051025800
Jefferson Parish	22051025900
Jefferson Parish	22051026000
Jefferson Parish	22051026100
Jefferson Parish	22051026200
Jefferson Parish	22051026300
Jefferson Parish	22051026700
Jefferson Parish	22051026800
Jefferson Parish	22051026900
Jefferson Parish	22051027000
Jefferson Parish	22051027100
Jefferson Parish	22051027200
Jefferson Parish	22051027501
Jefferson Parish	22051027502
Jefferson Parish	22051027601
Jefferson Parish	22051027602
Jefferson Parish	22051027701
Jefferson Parish	22051027703
Jefferson Parish	22051027803
Jefferson Parish	22051027811
Jefferson Parish	22051027812
Jefferson Parish	22051027902
Jefferson Parish	22051028100
Jefferson Parish	22051028200
Jefferson Parish	22051025002
Orleans Parish	22071000200
Orleans Parish	22071000300
Orleans Parish	22071000400
Orleans Parish	22071000601
Orleans Parish	22071000602
Orleans Parish	22071000603
Orleans Parish	22071000604
Orleans Parish	22071000605

Parish	Census Tract 2010 ID
Orleans Parish	22071000611
Orleans Parish	22071000613
Orleans Parish	22071000615
Orleans Parish	22071000617
Orleans Parish	22071000701
Orleans Parish	22071000702
Orleans Parish	22071000800
Orleans Parish	22071000901
Orleans Parish	22071000902
Orleans Parish	22071000903
Orleans Parish	22071000904
Orleans Parish	22071001100
Orleans Parish	22071001200
Orleans Parish	22071001301
Orleans Parish	22071001302
Orleans Parish	22071001401
Orleans Parish	22071001402
Orleans Parish	22071001500
Orleans Parish	22071001701
Orleans Parish	22071001720
Orleans Parish	22071001722
Orleans Parish	22071001723
Orleans Parish	22071001724
Orleans Parish	22071001725
Orleans Parish	22071001735
Orleans Parish	22071001736
Orleans Parish	22071001737
Orleans Parish	22071001740
Orleans Parish	22071001741
Orleans Parish	22071001743
Orleans Parish	22071001744
Orleans Parish	22071001745
Orleans Parish	22071001746
Orleans Parish	22071001748
Orleans Parish	22071001749
Orleans Parish	22071001750
Orleans Parish	22071001751
Orleans Parish	22071001900
Orleans Parish	22071002000
Orleans Parish	22071002100
Orleans Parish	22071002200
Orleans Parish	22071002300

Parish	Census Tract 2010 ID
Orleans Parish	22071002401
Orleans Parish	22071002402
Orleans Parish	22071002501
Orleans Parish	22071002700
Orleans Parish	22071002800
Orleans Parish	22071002900
Orleans Parish	22071003000
Orleans Parish	22071003100
Orleans Parish	22071003303
Orleans Parish	22071003304
Orleans Parish	22071003307
Orleans Parish	22071003308
Orleans Parish	22071003400
Orleans Parish	22071003500
Orleans Parish	22071003600
Orleans Parish	22071003900
Orleans Parish	22071004000
Orleans Parish	22071004401
Orleans Parish	22071004402
Orleans Parish	22071004800
Orleans Parish	22071004900
Orleans Parish	22071005000
Orleans Parish	22071006000
Orleans Parish	22071006300
Orleans Parish	22071006500
Orleans Parish	22071006900
Orleans Parish	22071007000
Orleans Parish	22071007101
Orleans Parish	22071007200
Orleans Parish	22071007501
Orleans Parish	22071007502
Orleans Parish	22071007605
Orleans Parish	22071008200
Orleans Parish	22071008500
Orleans Parish	22071008600
Orleans Parish	22071009100
Orleans Parish	22071009200
Orleans Parish	22071009400
Orleans Parish	22071010000
Orleans Parish	22071010300
Orleans Parish	22071012900
Orleans Parish	22071013100

Parish	Census Tract 2010 ID
Orleans Parish	22071013200
Orleans Parish	22071013700
Orleans Parish	22071013800
Orleans Parish	22071013900
Orleans Parish	22071014000
Orleans Parish	22071014100
Orleans Parish	22071014300
Orleans Parish	22071014500
Orleans Parish	22071980000
Orleans Parish	22071013600
Plaquemines Parish	22075050100
Plaquemines Parish	22075050400
Plaquemines Parish	22075050500
Plaquemines Parish	22075050600
Plaquemines Parish	22075050700
Plaquemines Parish	22075050800
St. Bernard Parish	22087030103
St. Bernard Parish	22087030104
St. Bernard Parish	22087030105
St. Bernard Parish	22087030203
St. Bernard Parish	22087030204
St. Bernard Parish	22087030206
St. Bernard Parish	22087030207
St. Bernard Parish	22087030300
St. Bernard Parish	22087030400
St. Bernard Parish	22087030500
St. Bernard Parish	22087030601
St. Bernard Parish	22087030602
St. Bernard Parish	22087030603
St. Bernard Parish	22087030700
St. Bernard Parish	22087030800
St. Charles Parish	22089062200
St. Charles Parish	22089062400
St. Charles Parish	22089062700
St. Charles Parish	22089062800
St. James Parish	22093040200
St. James Parish	22093040400
St. James Parish	22093040500
St. James Parish	22093040600
St. John the Baptist Parish	22095070500
St. John the Baptist Parish	22095070600
St. John the Baptist Parish	22095070700

Parish	Census Tract 2010 ID
St. John the Baptist Parish	22095070800
St. John the Baptist Parish	22095070900
St. John the Baptist Parish	22095071000
St. John the Baptist Parish	22095071100
St. Tammany Parish	22103040103
St. Tammany Parish	22103040104
St. Tammany Parish	22103040501
St. Tammany Parish	22103040704
St. Tammany Parish	22103040801
St. Tammany Parish	22103040900
St. Tammany Parish	22103041102
St. Tammany Parish	22103041103
St. Tammany Parish	22103041202
Tangipahoa Parish	22105953200
Tangipahoa Parish	22105953300
Tangipahoa Parish	22105953400
Tangipahoa Parish	22105953500
Tangipahoa Parish	22105953600
Tangipahoa Parish	22105953800
Tangipahoa Parish	22105953900
Tangipahoa Parish	22105954001
Tangipahoa Parish	22105954002
Tangipahoa Parish	22105954101
Tangipahoa Parish	22105954102
Tangipahoa Parish	22105954300
Tangipahoa Parish	22105954400
Tangipahoa Parish	22105954502

GHG and Co-Pollutant Reduction Methodology

APPENDIX G

Appendix G:

GHG and Co-Pollutant Reduction Methodology

Methodology for Quantifying GHG & Co-Pollutant Reductions

The Comprehensive Climate Action Plan (CCAP) quantified greenhouse gas (GHG) and co-pollutant emission reductions using a consistent and transparent analytical framework that was applied across all actions and sectors. The objective of the assessment was to estimate how implementation of the CCAP's measures reduced GHG emissions and air pollutants relative to a business-as-usual trajectory, using established GHG emission and pollution factors and activity data that reflected local and regional conditions.

At the core of the analysis, GHG emission reductions and co-benefits were estimated by combining measurable changes in activity with appropriate emission factors. Avoided fuel consumption, or reduced energy use were multiplied by the corresponding mass of emissions typically produced per unit of that activity. This relationship allowed each action, regardless of sector, to be translated into common units of avoided carbon dioxide equivalent (CO_2e). All GHGs (including carbon dioxide, methane, and nitrous oxide) were expressed as metric tons of CO_2e using standard global warming potentials to ensure comparability.

Activity data was based on implementation levels achieved or expected for each action and reflected projected savings in energy and fuel use over time. The analysis covered the period from 2026 through 2050. The baseline scenario represented conditions under which current trends continued without the addition of any new policies or programs at the regional, state or federal level as described in the CCAP. The CCAP scenario incorporated the actions identified in the CCAP and the difference between these two scenarios represented the avoided GHG emissions attributed to the CCAP. Cumulative reductions were calculated from 2026 through 2050, with results presented for 2030, 2050, and the cumulative 2030–2050 period to illustrate long-term mitigation potential.

GHG emission and pollution factors for fuels and electricity were drawn from established and authoritative datasets, including the US Environmental Protection Agency's (EPA) Emissions & Generation Resource Integrated Database (eGRID) for electricity emission rates, the EPA Greenhouse Gas Emission Factors Hub for combustion fuels, and the California Air Resources Board (CARB) EMFAC2021 model for transportation-related fuels. Stationary combustion emission factors for natural gas, diesel, and gasoline were expressed as metric tons of CO_2 per unit of fuel based on lower heating value and carbon content as specified in the EPA factors. Where multiple fuels or energy sources were displaced, weighted average factors were used based on relative consumption shares. Co-pollutant factors for nitrogen oxides (NO_x), sulfur dioxide (SO_2), particulate matter ($PM_{2.5}$), and carbon monoxide (CO) were derived from EPA's AP-42 emission factor compilation and other similar databases.

Energy, fuel, and financial savings were quantified as co-benefits of the CCAP actions. Avoided fuel use was calculated directly from the reduction in gallons of gasoline, diesel, or natural gas consumption associated with each action. Energy savings were estimated in kilowatt-hours or gigajoules for electricity and thermal energy efficiency measures. Monetary savings were then derived by multiplying avoided fuel or electricity consumption by the 2024 regional average energy price for each fuel and energy type. For electricity, avoided costs were based on the average retail price per kilowatt-hour by sector (residential, commercial, and industrial). For fuels, savings were calculated from the retail cost per gallon of gasoline, diesel, or natural gas converted to energy-equivalent units where necessary. Because inflation and price escalation were not modeled explicitly, total savings were expressed in constant 2024 dollars. Additional financial benefits were included where relevant, such as avoided vehicle maintenance from reduced operation, lower building system maintenance costs, and deferred infrastructure investments associated with efficiency and demand management measures. Cumulative totals were calculated through 2050 to align with the emission reduction horizon and to illustrate the broader economic value of the CCAP implementation.

The analytical approach was applied across all sectors, with adjustments to reflect the unique drivers of GHG and air pollutant emissions in each.

In the transportation sector, GHG reductions were estimated from decreased fuel consumption and reduced vehicle activity, as well as from improvements in energy efficiency and the substitution of conventional fuels with lower-carbon energy sources. The analysis relied on projected changes in fuel use for on-road and off-

road applications, combined with fuel-specific carbon intensities and emission factors for gasoline, diesel, natural gas, and electricity. These factors represented both direct combustion and upstream energy-related emissions. Co-pollutant reductions were quantified using the same underlying activity data and emission factors applied in the GHG analysis, ensuring internal consistency across pollutants and fuels.

In the infrastructure and buildings sector, GHG reductions were estimated from reductions in electricity and natural gas consumption associated with CCAP actions. The calculations used regional emission factors for electricity generation and direct combustion factors for natural gas and other building fuels. Reductions were quantified separately for each energy source to prevent overlap and ensure accurate aggregation. Co-pollutant reductions were derived using corresponding stationary combustion emission factors applied to the same changes in energy use.

In the industry sector, GHG reductions were estimated from decreased energy use and fuel consumption associated with improved process efficiency and energy management measures identified in the CCAP. The analysis paired reductions in energy use with corresponding emission factors for combustion fuels and process-related emissions. In cases where reductions also influenced upstream feedstock or production inputs, these effects were included when quantifiable. Co-pollutant reductions were calculated using the same combustion and process emission factors used in the GHG analysis.

In the environmental and natural systems sector, GHG reductions were quantified from carbon sequestration associated with trees included in the CCAP analysis. The calculation applied a standard carbon sequestration rate per tree, expressed in metric tons of CO_2e per year, to the total number of trees identified in the dataset. Annual and cumulative sequestration were calculated by multiplying the per-tree rate by the number of trees planted or maintained for each analysis year, with cumulative totals reported through 2050. Co-pollutant effects were not quantified directly but were acknowledged qualitatively for their contribution to air quality and ecosystem function.

Annual and cumulative reductions were reported through 2050. Cumulative results provided a long-term indication of mitigation potential, while annual values supported interim progress assessment. Uncertainty was recognized in both activity projections and emission factors, which varied by technology performance, adoption rates, and regional energy characteristics. Ranges of uncertainty were incorporated qualitatively in the interpretation of results.

Program Cost Estimation Methodology

Where possible, CCAP action implementation cost estimates were developed to provide an order-of-magnitude understanding of the financial resources required to implement the CCAP actions. Because each action varies significantly in scale, scope, and delivery mechanism, a uniform costing model was not applied. Instead, cost estimation relied on a comparative reference approach using data from similar programs already implemented across the United States. These references included state and local climate action programs, federal and utility incentive programs, and published cost studies for comparable measures. When no direct analogs were available, costs were inferred from unit-based estimates such as cost per vehicle converted, cost per ton of CO_2e reduced, or cost per facility retrofitted, using publicly available benchmarks. All costs were expressed in constant 2024 dollars, and no escalation or discounting was applied to future-year totals. The resulting estimates were designed to represent approximate implementation-level costs sufficient for planning and prioritization but not detailed engineering or budget projections.

Limitations & Interpretation

The quantification methods used for the CCAP represented best available practice but included several inherent limitations. GHG emission factors were derived from established national or regional datasets that may not have fully captured local conditions, fuel blends, or technology changes over time. Activity data were projected based on the expected or actual implementation of policies and programs, which depended on funding, market readiness, and community participation. Some actions produced indirect or behavioral effects that were difficult to quantify precisely and may have led to under- or over-estimation of reductions. Co-pollutant estimates were constrained by available emission rates and should be viewed as indicative of directional change rather than exact quantities. The analysis was designed for consistency across all actions and sectors and can be updated as improved data become available, new modeling tools are released, or baseline inventories are refined.

Assumptions

For GHG Reduction actions, assumptions were made for the potential number of fleet vehicles transitioned, VMT reduced, MW of solar installed, and more. The reasoning behind these numbers is shown in **Tables G-1** through **G-4** below. Generally, these represent feasible potential activity figures that align with past planning documents for the region and are included to support GHG and co-pollutant reduction estimates.

Table G-1:GHG Reduction Action Assumptions: Transportation & Land Use Sector

	TRANSPORTATION & LAND USE SECTOR	
Action Number	**Action Title**	**Assumptions**
#1	Implement 15 Miles of Urban Bus Rapid Transit (BRT) by 2035 and Expand Intercity Transit by 2050	If a BRT corridor carries 10,000 passengers per day and replaces car trips averaging 5 miles: This is equivalent to 50,000 vehicle miles avoided daily. Assuming 0.4 kg CO_2e per mile for a typical car, this equals 20 metric tons CO_2e avoided per day, or ~7,300 metric tons annually. Average ridership, BRT length, and trip length were sourced from a national survey conducted by the National BRT Institute in 2011: https://nbrti.org/wp-content/uploads/2017/05/BRT_systems_info_APTA_Bus_para_2011.pdf
#2	Transition 6,000 Fleet Vehicles to Alternative Fuel Vehicles by 2030	The Louisiana PCAP reports that the state has 80,000 fleet vehicles. Assuming 30% are in the RPC Region, this equals 24,000 fleet vehicles in Southeast Louisiana. Assuming a 25% transition by 2030, this equals 6,000 vehicles total. According to the National Transit Database, operators in the RPC region have over 400+ revenue vehicles, 100+ service vehicles, and operate 11 million+ vehicle revenue miles. Source: https://www.actransit.org/article/zetbta-analysis-volume-3
#3	Reduce Vehicle Miles Traveled 20% Through Transit-Oriented Development by 2050	Transit-Oriented Development can reduce household transportation emissions by up to 43 percent in suburban areas and 78 percent in downtown areas. Sources: http://reconnectingamerica.org/assets/Uploads/cnttodpotentialghgemissions031110.pdf https://www.smartergrowth.net/wp-content/uploads/2020/04/Final-GHG-TOD-Factsheet-4.20.2020-1.pdf
#4	Reduce Fuel Use at Ports and in Fleets by 15% Through Clean Transitions and Planning Tools	The Louisiana PCAP has a goal to "Displace 15% of Louisiana port marine diesel with hydrogen fueling by 2035." The plan cites data limitations for a complete calculation of reduction potential. PORT Nola case study reference for potential reductions: https://portnola.com/info/news-media/press-releases/port-of-new-orleans-becomes-first-new-u-s-container-terminal-project-and-first-louisiana-project-to-register-with-envision Under a full electrification scenario by 2035, estimated annual energy consumption across the top 25 US ports ranges from 1.61 to 2.03 TWh. Source: https://docs.nrel.gov/docs/fy24osti/91423.pdf

Table G-2:GHG Reduction Action Assumptions: Building & Energy Sector

BUILDINGS & ENERGY SECTOR

Action Number	Action Title	Assumptions
#9	Implement 15 Miles of Urban Bus Rapid Transit (BRT) by 2035 and Expand Intercity Transit by 2050	According to the International Energy Agency (IEA), achieving climate goals would require a deep renovation rate of over 2% per year for existing buildings in developed countries to reach zero-carbon-ready status by 2030. Currently, the actual deep renovation rate is estimated to be below 1% in most regions. Source: iea.org
#10	Support the Addition of 150 MW of Community Solar in the RPC Region by 2030	The Louisiana PCAP has a target of establishing 500MW of community solar by 2030. Scaling that to the region—RPC makes up 30% of the population—equals 150 MW. Source: https://www.epa.gov/system/files/documents/2024-02/louisiana-5d-02f36401-0-pcap-final-with-appendices.pdf
#11	Expand the Lighthouse Resilience Hub Model to 150 Congregations and Community Institutions within the RPC Region	Since the Energy Smart program began, it has paid more than $61 million in incentives to more than 135,000 participants, saving customers over 500 million kilowatt-hours of electricity. Source: https://www.entergy.com/news/entergy-new-orleans-energy-smart-program-
#12	Upgrade 40,000 Households Annually by Scaling Regional Utility-Led Energy Efficiency Programs	Since the program began, Energy Smart has paid more than $61 million in incentives to more than 135,000 participants, saving customers over 500 million kilowatt-hours of electricity. Source: https://www.entergy.com/news/entergy-new-orleans-energy-smart-program-launches-new-website A regional estimate puts total households at 568,157. Source: https://www.norpc.org/wp-content/uploads/2025/07/RPCPovertyMedHHIncACS5Yr2019thru2023-1.pdf According to the American Council for an Energy Efficient Economy (ACEEE), minor energy efficiency upgrades—such as LED lighting, air sealing, and basic insulation—can reduce household energy use by 10% to 20%, depending on the home's condition and climate zone. Source: https://www.energy.gov/energysaver/do-it-yourself-home-energy-assessments) Approximately 50% of US households complete some form of minor energy efficiency upgrade each year, based on surveys and market adoption trends. Source: https://www.dataforprogress.org/blog/2025/3/24/spending-today-to-save-tomorrow-voters-support-energy-efficiency) Annual citywide energy reduction target = 15% savings × 50% participation = 7.55% reduction in total residential energy use per year, which is roughly equivalent to **42,000 households each year**

Table G-3:GHG Reduction Action Assumptions: Natural Systems & Water Sector

NATURAL SYSTEMS & WATER SECTOR		
Action Number	**Action Title**	**Assumptions**
#13	**Expand Urban and Rural Tree Canopy Coverage to Achieve 40% Regional Canopy Goal**	The New Orleans climate action plan calls for 40,000 new trees by 2030. Sources: https://nola.gov/next/resilience-sustainability/adaptation-nature-solutions/urban-reforestation/ https://soulnola.org/reforestationplan/

Table G-4:GHG Reduction Action Assumptions: Industry Sector

INDUSTRY SECTOR		
Action Number	**Action Title**	**Assumptions**
#20	**Achieve a 10% Enhancement in Energy Efficiency and 20% Renewable Integration in Industrial Facilities**	The Louisiana PCAP lists the following goals for industrial decarbonization: Energy efficiency: Implement enhanced energy efficiency in chemical and refining facilities by an average of 10% by 2030. Clean electricity: Increase on-site renewable and clean electricity generation, including energy storage and grid integration, to 20% of industrial facilities by 2030.

#21	**Meet 25% of New Industrial Energy Demand with Renewable Sources by 2035**	The Louisiana PCAP lists the following goals for industrial decarbonization:
		
		Process electrification: By 2030, electrify 15% of all low and medium heat processes, such as boilers and process heaters, with a goal of 100% of all new and replacement boilers and process heaters being electric by 2040.
		
		Clean electricity: Increase on-site renewable and clean electricity generation, including energy storage and grid integration, to 20% of industrial facilities by 2030.
		
		Low- and no-carbon hydrogen.
		
		  Use: By 2030, 25% of all hydrogen used in ammonia and refining production will be clean hydrogen.
		
		  Production: Transition 5 million metric tons per annum (MTPA) of steam methane reformers to low- or no-carbon hydrogen.

CPRG Program Requirements Checklist Reduction

APPENDIX H

Appendix H:
CPRG Program Requirements Checklist

This appendix lists the required elements of a Comprehensive Climate Action Plan (CCAP) per the CPRG program guidelines and where each element is addressed in the Plan.

TABLE H-1: *CPRG Program Requirements Checklist*

REQUIREMENT	COMPONENTS	LOCATION IN PLAN
GHG Inventory		
Inventory Methodology	• Tools or methodologies used for each sector and sources or sinks within the sector. GWP selection (e.g., 100-year AR5). • Geographic scope of inventory. • Reasoning for selection of any base, interim, and recent inventory year(s). • Data sources, including where and how proxying or scaling of data are used. • Data review and quality assurance practices.	Appendix A
Inventory Results	• Tables and graphs displaying total inventory results by gas for the inventory year(s). • Tables and graphs displaying total inventory results by sector, subsector, or gas (gross and net) for the inventory year(s). • Tables and graphs displaying changes over time or trends for the total inventory and by sector, subsector, or gas (e.g., % change from prior years).	Understanding the Drivers for Change - Emissions Inventory Appendix A
Inventory Trends and Analysis	Examine historic trends in GHG emissions and provide some analysis of results.	Understanding the Drivers for Change - Emissions Inventory Appendix A
GHG Emissions Projections		
	GHG emission projection methods vary in scope and certainty. This section must at minimum include: • Short-term projections (e.g., 2030) under a "business as usual" (BAU) scenario. • Long-term projections (e.g., 2050) under a BAU scenario.	Understanding the Drivers for Change - Potential Future Scenarios

REQUIREMENT	COMPONENTS	LOCATION IN PLAN
BAU Projections Methodologies	• A description of tools or processes used for BAU emission projections for each sector. • Method limitations or uncertainties. • GWP selection (e.g., 100-year AR5). • Data sources, including where and how proxying or scaling of data are used. • A summary of key assumptions included in the BAU scenario, such as market changes or policies that will occur without any new interventions from grantees.	Appendix A
BAU Projections Results	• Gross and net emissions GHG emissions in the short- and long-term, by sector and overall. • GHG emissions over time compared to emissions required to meet mitigation targets.	Understanding the Drivers for Change - Potential Future Scenarios, GHG Reduction Targets (2030 and 2050), GHG emissions by sector - Priority Actions, sector specific cover pages
GHG Reduction Targets		
GHG Reduction Targets	A CCAP must include: • An economy-wide near-term (e.g., 2030) GHG reduction target on a gross or net GHG emission basis. • An economy-wide long-term (e.g., 2050) GHG reduction targets on a gross or net GHG emission basis. • Discuss basis for selection of base year, target years, and reduction percentages.	Understanding the Drivers for Change - GHG Reduction Targets (2030 and 2050) Justification for base year - Appendix A
Comprehensive Quantified GHG Reduction Measures		
GHG Emission Reduction Measures Summary	Grantees may use this section to summarize the suite of proposed emission reduction measures and their quantified emission reductions	Priority Actions
Implementation Scenario Projections	• Gross and net GHG emissions in million metric tons CO_2e through short- and long-term projection years (e.g., by 2030 and 2050), by sector and economy-wide, to meet GHG emission reduction targets. • Projected implementation scenario GHG emissions trajectories compared to the BAU scenario. • Emissions per capita (or other normalization metrics) over time.	Priority Actions

REQUIREMENT	COMPONENTS	LOCATION IN PLAN
GHG Emission Reduction Measures	A measure is a specific, tangible action that will reduce emissions. Measures must be quantifiable actions with clear responsible parties. While measures may help grantees achieve emission reductions goals, they must not describe goals alone. Measures must be described in complete sentences and organized by sector. Where measures may affect emissions in multiple sectors, grantees may select the most appropriate place to present the measure within the CCAP. For each measure, list: • Description • Short-term and long-term emission reductions from measure implementation as compared to the BAU • Cost • Implementation Authority and Responsibilities • Implementation Timeline and Milestones • Metrics for tracking progress • Quantified GHG Emission Reduction • Measure Costs • Intersection with other funding availability	Priority Actions, RPC & Authority to Implement
Benefits Analysis for Each Measure	Optional, for each measure, report: • A quantitative benefits analysis that includes estimates of measure co-pollutant reductions (e.g., $PM_{2.5}$, NO_x, SO_2, VOCs, air toxics, etc.) at time horizons consistent with the near- and long-term GHG target years. • A brief description of quantification methods, including any assumptions. • Any potential disbenefits. • If applicable, an analysis (qualitative or quantitative) of other benefits.	Priority Actions - Reported for GHG reduction measures where applicable.
Low-Income & Disadvantaged Communities (LIDAC) Analysis for Each Measure	• Optional - For each measure, identify: • Benefits to LIDACs (such as co-pollutant reductions, increased climate resilience, improved access to services and amenities, jobs created and workforce development, and decreased energy costs). Note: an analysis of disbenefits to LIDACs and how they will be minimized is also encouraged. • The methods or tools used to quantify any benefits or disbenefits. Note: quantification is not required but is encouraged where feasible. • The proportion of overall benefits expected to accrue to LIDACs, where feasible. • The LIDAC or LIDACs (identified by Census Tract or Census Block ID) that will experience benefits or disbenefits from the measure, where feasible.	Optional - LIDAC benefits discussed cumulatively, not for each action.

REQUIREMENT	COMPONENTS	LOCATION IN PLAN
Benefits Analysis		
	• Quantified estimates of co-pollutant reductions (e.g., $PM_{2.5}$, NO_x, SO_2, VOCs, air toxics, etc.) associated with the proposed suite of GHG reduction measures. • The methods or tools used to complete the calculations above (this may be included in a technical appendix). • Discussion of any potential disbenefits associated with the suite of GHG reduction measures.	Priority Actions - Reported for GHG reduction measures where applicable. Narrative Description: Regional Benefits
LIDAC Benefits Analysis		
		Qualitative benefits analysis included in Section "Lifting All Boats: Recognizing Co-Benefits of Emission Reduction & Climate Adaptation"
LIDAC Identification	Grantees must provide a definition of LIDAC for the purposes of the CCAP. All grantees must provide, at minimum, a list of the LIDAC Census Tracts or Census Block IDs that will be affected by the GHG reduction measures in the CCAP main text or an accompanying appendix.	Appendix E
LIDAC Meaningful Engagement	Grantees must meaningfully engage with LIDACs and other communities to understand their priorities and barriers. How meaningful engagement was conducted (e.g., in-person meetings, virtual meetings, response forms) and with whom, including how the grantee: • Transparently communicated with LIDACs throughout the CCAP planning process. • Ensured early, frequent, and meaningful engagement. • Received and incorporated LIDAC feedback on community-driven priorities in the design of GHG reduction measures. • Key themes and outcomes of meaningful engagement. • How engagement shaped the GHG reduction measures contained in the CCAP, including prioritizing certain measures or benefits and minimizing any anticipated disbenefits to LIDAC residents. Optional - include metrics for engagement	Community Priorities, Strengthening Partnerships, Advancing Actions - Community Members, Appendix C
Benefits of GHG Emission Reduction Measures to LIDACs	At minimum, a qualitative description of benefits is required. Quantification is encouraged where feasible. When quantification is included, also include a description of the methods or tools used for this quantification.	Regional Benefits-Lifting all Boats

REQUIREMENT	COMPONENTS	LOCATION IN PLAN
Review of Authority to Implement		
		Enabling Conditions and Resources - RPC & Authority to Implement
Intersection with Other Funding Availability		
		Enabling Conditions and Resources - Funding Analysis
Workforce Planning Analysis		
	At a minimum, grantees must provide the following: • List of priority occupations and their primary roles (e.g., insulation workers: apply insulating materials to pipes, ductwork, and other mechanical systems to control and maintain temperature in building and retrofit projects). Grantees may include a review of how many workers are currently employed within these occupations, a discussion of how the concentration of these jobs and their wages compares to the national average, and how the workforce has changed over time or is expected to change based on the CCAP measures. • Historical and projected growth of industries for priority occupations. • Identification of potential workforce shortages and potential solutions or partners at the state, regional, or local level to address these challenges. • Description of the role that LIDACs will play in meeting these demands to improve unemployment rates and raise wages. • Grantees may consider the addition of a summary table to clarify workforce needs by measure (see Table 9). Common needs across measures may include job training, additional staffing, or employees with specialty certifications. This summary table is just a visual representation of needs, to be expanded upon within surrounding text.	Enabling Conditions and Resources - Workforce Landscape, Appendix B - Workforce and Staffing Needs Analysis

Title VI Data

Appendix I:

Title VI Data

Please see below for Title VI demographic data for the nine-parish planning region.

Jefferson Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE*	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	405,192	±4	90.6%	±0.5%	9.4%	±0.5%
Percent Speak only English	79.5%	±0.6%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	20.5%	±0.4%	54.0%	±1.8%	46.0%	±1.8%
Spanish	13.6%	±0.5%	50.2%	±2.5%	49.8%	±2.5%
Other Indo-European languages	2.4%	±0.3%	69.1%	±4.1%	30.9%	±4.1%
Asian and Pacific Island languages	2.8%	±0.2%	54.2%	±4.3%	45.8%	±4.3%
Other languages	1.7%	±0.4%	63.0%	±7.1%	37.0%	±7.1%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601					

Orleans Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	355,190	±11	96.8%	±0.3%	3.2%	±0.3%
Percent Speak only English	90.1%	±0.4%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	9.9%	±0.4%	67.7%	±2.2%	32.3%	±2.2%
Spanish	5.3%	±0.3%	64.6%	±3.8%	35.4%	±3.8%
Other Indo-European languages	2.2%	±0.3%	84.2%	±3.1%	15.8%	±3.1%
Asian and Pacific Island languages	2.1%	±0.1%	57.7%	±5.3%	42.3%	±5.3%
Other languages	0.4%	±0.1%	71.2%	±10%	28.8%	±10%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

Plaquemines Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	21,614	±124	96.1%	±0.8%	3.9%	±0.8%
Percent Speak only English	89.6%	±1.8%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	10.4%	±1.8%	62.4%	±7.8%	37.6%	±7.8%
Spanish	3.9%	±1.2%	62.9%	±13.4%	37.1%	±13.4%
Other Indo-European languages	2.3%	±1.2%	96.6%	±5.7%	3.4%	±5.7%
Asian and Pacific Island languages	3.8%	±0.5%	36.4%	±10.3%	63.6%	±10.3%
Other languages	0.4%	±0.6%	100.0%	±35.7%	0.0%	±35.7%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

St. Bernard Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	41,199	±78	96.3%	±0.7%	3.7%	±0.7%
Percent Speak only English	90.4%	±1.2%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	9.6%	±1.2%	61.7%	±5.2%	38.3%	±5.2%
Spanish	6.0%	±1%	58.3%	±7.6%	41.7%	±7.6%
Other Indo-European languages	1.0%	±0.4%	76.0%	±13.5%	24.0%	±13.5%
Asian and Pacific Island languages	1.8%	±0.3%	63.8%	±9.9%	36.2%	±9.9%
Other languages	0.9%	±0.4%	65.2%	±11.3%	34.8%	±11.3%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

St. Charles Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	49,126	± 4	96.9%	±0.7%	3.1%	±0.7%
Percent Speak only English	92.2%	±1.1%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	7.8%	±1.1%	60.2%	±8%	39.8%	±8%
Spanish	5.9%	±0.9%	59.5%	±9.7%	40.5%	±9.7%
Other Indo-European languages	1.0%	±0.4%	69.5%	±19.6%	30.5%	±19.6%
Asian and Pacific Island languages	0.8%	±0.3%	53.2%	±21.6%	46.8%	±21.6%
Other languages	0.1%	±0.1%	67.4%	±53.9%	32.6%	±53.9%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

St. James Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	18,667	±40	99.5%	±0.4%	0.5%	±0.4%
Percent Speak only English	97.6%	±0.6%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	2.4%	±0.9%	80.4%	±21.4%	19.6%	±21.4%
Spanish	1.2%	±0.7%	68.6%	±51.6%	31.4%	±51.6%
Other Indo-European languages	1.2%	±0.6%	92.2%	±9.2%	7.8%	±9.2%
Asian and Pacific Island languages	0.0%	±0.1%	100.0%	±100%	0.0%	±100%
Other languages	0.0%	±0.2%	(X)	(X)	(X)	(X)
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

Jefferson Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE*	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	405,192	±4	90.6%	±0.5%	9.4%	±0.5%
Percent Speak only English	79.5%	±0.6%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	20.5%	±0.4%	54.0%	±1.8%	46.0%	±1.8%
Spanish	13.6%	±0.5%	50.2%	±2.5%	49.8%	±2.5%
Other Indo-European languages	2.4%	±0.3%	69.1%	±4.1%	30.9%	±4.1%
Asian and Pacific Island languages	2.8%	±0.2%	54.2%	±4.3%	45.8%	±4.3%
Other languages	1.7%	±0.4%	63.0%	±7.1%	37.0%	±7.1%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601					

Orleans Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	355,190	±11	96.8%	±0.3%	3.2%	±0.3%
Percent Speak only English	90.1%	±0.4%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	9.9%	±0.4%	67.7%	±2.2%	32.3%	±2.2%
Spanish	5.3%	±0.3%	64.6%	±3.8%	35.4%	±3.8%
Other Indo-European languages	2.2%	±0.3%	84.2%	±3.1%	15.8%	±3.1%
Asian and Pacific Island languages	2.1%	±0.1%	57.7%	±5.3%	42.3%	±5.3%
Other languages	0.4%	±0.1%	71.2%	±10%	28.8%	±10%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

Plaquemines Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	21,614	±124	96.1%	±0.8%	3.9%	±0.8%
Percent Speak only English	89.6%	±1.8%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	10.4%	±1.8%	62.4%	±7.8%	37.6%	±7.8%
Spanish	3.9%	±1.2%	62.9%	±13.4%	37.1%	±13.4%
Other Indo-European languages	2.3%	±1.2%	96.6%	±5.7%	3.4%	±5.7%
Asian and Pacific Island languages	3.8%	±0.5%	36.4%	±10.3%	63.6%	±10.3%
Other languages	0.4%	±0.6%	100.0%	±35.7%	0.0%	±35.7%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

St. Bernard Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	41,199	±78	96.3%	±0.7%	3.7%	±0.7%
Percent Speak only English	90.4%	±1.2%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	9.6%	±1.2%	61.7%	±5.2%	38.3%	±5.2%
Spanish	6.0%	±1%	58.3%	±7.6%	41.7%	±7.6%
Other Indo-European languages	1.0%	±0.4%	76.0%	±13.5%	24.0%	±13.5%
Asian and Pacific Island languages	1.8%	±0.3%	63.8%	±9.9%	36.2%	±9.9%
Other languages	0.9%	±0.4%	65.2%	±11.3%	34.8%	±11.3%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

St. Charles Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	49,126	± 4	96.9%	±0.7%	3.1%	±0.7%
Percent Speak only English	92.2%	±1.1%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	7.8%	±1.1%	60.2%	±8%	39.8%	±8%
Spanish	5.9%	±0.9%	59.5%	±9.7%	40.5%	±9.7%
Other Indo-European languages	1.0%	±0.4%	69.5%	±19.6%	30.5%	±19.6%
Asian and Pacific Island languages	0.8%	±0.3%	53.2%	±21.6%	46.8%	±21.6%
Other languages	0.1%	±0.1%	67.4%	±53.9%	32.6%	±53.9%
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

St. James Parish, LA			Percent of specified language speakers			
	Population 5 Years and Over		Speak English "very well"		Speak English less than "very well"	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
Total Population 5 years and over	18,667	±40	99.5%	±0.4%	0.5%	±0.4%
Percent Speak only English	97.6%	±0.6%	(X)	(X)	(X)	(X)
Percent Speak a language other than English	2.4%	±0.9%	80.4%	±21.4%	19.6%	±21.4%
Spanish	1.2%	±0.7%	68.6%	±51.6%	31.4%	±51.6%
Other Indo-European languages	1.2%	±0.6%	92.2%	±9.2%	7.8%	±9.2%
Asian and Pacific Island languages	0.0%	±0.1%	100.0%	±100%	0.0%	±100%
Other languages	0.0%	±0.2%	(X)	(X)	(X)	(X)
ACS 5-Year Estimates (2019-2023) pub December 2024	Table S1601	MOE* = Margin of Error				

New Orleans Area Parishes

	ACS 5-Year Estimates (2019 -2023) Limited English Households (HH)			Primary Household Languages Other than English (Not Necessarily Limited English-speaking)			
Parish	Total Households	Limited English-speaking HH	Percent Limited English-speaking HH	Spanish	Other Indo-European	Asian/Pacific Island	Other Languages
Jefferson	176,986	9,171	5.18%	22,070	5,328	5,576	2,495
Orleans	155,060	2,818	1.82%	9,136	4,586	2,777	820
Plaquemines	8,200	241	2.94%	489	241	390	53
St. Bernard	15,803	272	1.72%	1,064	155	306	107
St. Charles	18,622	246	1.32%	953	450	197	26
St. James	7,436	59	0.79%	103	168	6	0
St. John the Baptist	14,922	69	0.46%	739	168	95	95
St. Tammany	103,286	1,599	1.55%	4,817	1,954	978	670
Tangipahoa	50,191	647	1.29%	1,888	771	528	165
Washington	17,651	109	0.62%	313	340	92	6
Regional 10 Parishes Above	568,157	15,231	2.68%	41,572	14,161	10,945	4,437
*[1]RPC LA PDD 5-Parish Region	459,335	14,101	3.07%	37,576	12,264	10,027	4,145
*[2]RPC 9-Parish Region	**550,506**	**15,122**	**2.75%**	**41,259**	**13,821**	**10,853**	**4,431**
*[3]New Orleans-Metairie MSA	397,029	12,876	3.24%	34,554	11,096	9,347	3,596
Louisiana	1,783,168	33,779	1.89%	84,882	65,723	23,640	8,753

*[1]RPC LA PDD 5-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes.

*[2]RPC 9-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany, and Tangipahoa Parishes.

*[3]MSA = Metropolitan Statistical Area as Designated by the U. S. Census Bureau 2023 includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

Household Language data from ACS 5-year estimates (2019-2023) block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.

New Orleans Area Parishes

ACS 5-Year Estimates (2019 -2023) Employment/Unemployment Civilian & Armed Forces Age 16+

Parish	Total Population (16+)	Population 16+ in Labor Force	Population 16+ in Civilian Labor Force	Population 16+ in Civilian Labor Force Employed	Population 16+ in Civilian Labor Force UnEmployed	Population 16+ in Armed Forces	Percent Civilian 16+ In Labor Force Unemployed
Jefferson	346,205	219,543	218,229	205,386	12,843	1,314	5.89%
Orleans	309,453	190,228	188,830	174,022	14,808	1,398	7.84%
Plaquemines	18,010	11,535	10,687	10,206	481	848	4.50%
St. Bernard	33,983	20,102	20,031	18,552	1,479	71	7.38%
St. Charles	40,663	26,354	26,298	24,652	1,646	56	6.26%
St. James	15,938	9,350	9,350	8,847	503	0	5.38%
St. John the Baptist	32,787	20,157	20,131	18,311	1,820	26	9.04%
St. Tammany	212,894	133,532	132,000	125,648	6,352	1,532	4.81%
Tangipahoa	105,974	61,896	61,655	58,376	3,279	241	5.32%
Washington	35,740	18,140	18,068	16,114	1,954	72	10.81%
Regional 10 Parishes Above	1,151,647	710,837	705,279	660,114	45,165	5,558	6.40%
*[1]RPC LA PDD 5-Parish Region	920,545	574,940	569,777	533,814	35,963	5,163	6.31%
*[2]RPC 9-Parish Region	**1,115,907**	**692,697**	**687,211**	**644,000**	**43,211**	**5,486**	**6.29%**
*[3]New Orleans-Metairie MSA	797,039	497,269	493,556	459,976	33,580	3,713	6.80%
Louisiana	3,655,132	2,168,876	2,148,961	2,013,227	135,734	19,915	6.32%

*[1]RPC LA PDD 5-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes.

*[2]RPC 9-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany and Tangipahoa Parishes.

*[3]MSA = Metropolitan Statistical Area as Designated by the U. S. Census Bureau 2023 includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

Population for Labor Forces from ACS 5-year estimates (2019-2023) block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.

New Orleans Area Parishes
ACS 5-Year Estimates (2019 -2023) Educational Attainment

Parish	Population 25 and Over	Less than High School Diploma	High School Diploma or GED Equiv	Some College	Associates Degree	Bachelor's Degree	Graduate or Professional Degree	PhD
Jefferson Parish	303,617	13.45%	27.67%	21.85%	7.09%	18.98%	9.72%	1.24%
Orleans Parish	268,012	10.85%	21.26%	20.75%	5.18%	22.55%	16.85%	2.55%
Plaquemines Parish	15,433	14.36%	32.87%	26.29%	6.64%	13.76%	5.93%	0.16%
St. Bernard Parish	29,132	18.73%	28.16%	26.25%	9.67%	11.27%	5.03%	0.89%
St. Charles Parish	35,110	10.93%	30.19%	22.42%	9.25%	19.76%	6.90%	0.56%
St. James Parish	13,870	11.38%	40.77%	17.36%	10.30%	14.96%	4.57%	0.66%
St. John the Baptist Parish	27,537	13.26%	39.91%	18.49%	9.63%	11.98%	5.89%	0.85%
St. Tammany Parish	184,926	8.60%	24.00%	23.48%	7.36%	23.72%	11.59%	1.25%
Tangipahoa Parish	88,549	16.13%	34.96%	19.67%	7.01%	14.67%	6.77%	0.79%
Washington Parish	31,006	15.91%	45.43%	20.03%	5.91%	8.49%	4.13%	0.10%
Regional 10 Parishes Above	997,192	12.21%	27.17%	21.67%	6.84%	19.58%	11.08%	1.45%
*[1]RPC LA PDD 5-Parish Region	801,120	11.67%	24.80%	22.10%	6.60%	20.89%	12.30%	1.65%
*[2]RPC 9-Parish Region	966,186	12.09%	26.58%	21.72%	6.87%	19.94%	11.30%	1.49%
*[3]New Orleans-Metairie MSA	692,711	12.51%	26.20%	21.51%	6.73%	19.60%	11.80%	1.65%
Louisiana	3,110,254	13.10%	32.54%	20.70%	7.11%	16.77%	8.63%	1.15%

*[1]RPC LA PDD 5-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes.

*[2]RPC 9-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany and Tangipahoa Parishes.

*[3]MSA = Metropolitan Statistical Area as Designated in 2023 by the U. S. Census Bureau includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

Data from Amercian Community Survey (ACS) 5-year estimates (2019-2023) U.S. Census estimates coinciding with RPC GIS mapping for Title VI by parish.

New Orleans Area Parishes

ACS 5-Year Estimates (2019-2023) Population: Minority and Ethnicity

Parish	Total Population	Percent Minority Population	Total Population	Percent Hispanic/Latino
Jefferson	432,484	47.35%	432,484	18.17%
Orleans	376,035	68.36%	376,035	7.94%
Plaquemines	23,070	38.21%	23,070	9.51%
St. Bernard	44,172	38.41%	44,172	13.56%
St. Charles	51,863	35.01%	51,863	7.97%
St. James	19,797	50.33%	19,797	1.88%
St. John the Baptist	41,342	67.69%	41,342	8.34%
St. Tammany	269,331	25.04%	269,331	7.93%
Tangipahoa	135,218	38.00%	135,218	5.55%
Washington	45,238	34.78%	45,238	3.15%
Regional 10 Parishes Listed Above	1,438,550	47.15%	1,438,550	10.76%
*[1]RPC LA PDD 5-Parish Region	1,145,092	48.47%	1,145,092	12.05%
[2]RPC 9-Parish Region	**1,393,312**	**47.55%**	**1,393,312**	**11.01%**
*[3]New Orleans - Metairie MSA	988,763	54.99%	988,763	12.60%
Louisiana	4,621,025	42.03%	4,621,025	6.95%

*[1]RPC PDD 5-Parish Region = Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes

*[2]RPC 9-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany and Tangipahoa Parishes.

*[3]MSA = New Orleans-Metairie Metropolitan Statistical Area as Designated by the U. S. Census Bureau 2023 includes the first 7 parishes listed. Separate MSAs exist for St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

Race and Ethnicity data from American Community Survey (ACS) 5-year estimates (2019-2023) block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish. ACS 2023 data published 12/2024

Parish	Total Population	Percent Elderly Ages 65 and Over	Percent Under 5 Years	Percent Ages 5 thru 17	Percent Ages 18 thru 39	Percent Ages 40 thru 64	Percent Female	Median Age
New Orleans Area Parishes								
ACS 5-Year Estimates (2019 -2023) Elderly Population and Age Categories								
Jefferson	432,484	18.12%	6.31%	16.12%	27.73%	31.73%	51.39%	40
Orleans	376,035	16.46%	5.54%	14.25%	33.03%	30.73%	52.85%	38
Plaquemines	23,070	13.93%	6.31%	18.67%	29.17%	31.91%	47.77%	37
St. Bernard	44,172	12.73%	6.73%	19.52%	30.07%	30.95%	51.01%	36
St. Charles	51,863	14.88%	5.28%	19.06%	27.21%	33.58%	50.20%	39
St. James	19,797	18.99%	5.71%	16.67%	26.22%	32.41%	51.83%	41
St. John the Baptist	41,342	14.92%	5.74%	18.52%	26.56%	34.25%	50.61%	39
St. Tammany	269,331	18.01%	5.80%	17.98%	25.76%	32.44%	51.02%	40
Tangipahoa	135,218	14.98%	6.89%	17.67%	31.16%	29.29%	51.24%	36
Washington	45,238	18.54%	6.36%	17.32%	25.30%	32.47%	49.94%	41
Regional 10 Parishes Above	1,438,550	16.95%	6.02%	16.49%	29.01%	31.52%	51.51%	
*[1]RPC LA PDD 5-Parish Region	1,145,092	17.26%	5.95%	16.12%	29.12%	31.54%	51.70%	
*[2]RPC 9-Parish Region	**1,393,312**	**16.90%**	**6.01%**	**16.46%**	**29.13%**	**31.49%**	**51.57%**	
*[3]New Orleans-Metairie MSA	988,763	16.86%	5.95%	15.88%	29.77%	31.53%	51.76%	40
Louisiana	4,621,025	16.31%	6.26%	17.30%	29.46%	30.67%	51.03%	38

*[1]RPC LA PDD 5-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes.

*[2]RPC 9-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany and Tangipahoa Parishes.

*[3]MSA = Metropolitan Statistical Area as Designated by the U. S. Census Bureau 2023 includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

Population by age and sex from ACS 5-year estimates (2019-2023) block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.

New Orleans Area Parishes   ACS 5 Year Estimates (2019-2023)

Parish	Population in Poverty			Households in Poverty			Families in Poverty			Household Income
	Total Population*4	Population in Poverty	Percent Population in Poverty	Total Households	Households in Poverty	Percent Households in Poverty	Total Families	Families in Poverty	Percent Families in Poverty	Median HH Income (2023 Dollars)*4
Jefferson	428,843	69,819	16.28%	176,986	27,979	15.81%	107,961	13,823	12.80%	$65,246
Orleans	363,814	82,338	22.63%	155,060	36,201	23.35%	73,585	12,013	16.33%	$55,339
Plaquemines	22,629	3,024	13.36%	8,200	1,187	14.48%	6,127	623	10.17%	$82,874
St. Bernard	43,805	9,906	22.61%	15,803	3,437	21.75%	10,394	1,920	18.47%	$57,638
St. Charles	51,317	5,047	9.83%	18,622	2,038	10.94%	13,865	1,040	7.50%	$82,172
St. James	19,615	2,057	10.49%	7,436	889	11.96%	5,409	376	6.95%	$64,536
St. John the Baptist	40,904	5,146	12.58%	14,922	1,941	13.01%	10,322	844	8.18%	$67,418
St. Tammany	266,028	32,413	12.18%	103,286	11,878	11.50%	72,626	6,881	9.47%	$79,277
Tangipahoa	131,063	25,465	19.43%	50,191	9,489	18.91%	32,782	4,484	13.68%	$57,256
Washington	43,370	10,493	24.19%	17,651	4,397	24.91%	11,314	2,273	20.09%	$42,776
Regional 10 Parishes Above	1,411,388	245,708	17.41%	568,157	99,436	17.50%	344,385	44,277	12.86%	$65,453
*1 RPC LA PDD 5-Parish Region	1,125,119	197,500	17.55%	459,335	80,682	17.56%	270,693	35,260	13.03%	$68,075
*2 RPC 9-Parish Region	1,368,018	235,215	17.19%	550,506	95,039	17.26%	333,071	42,004	12.61%	$67,973
*3 New Orleans-Metairie MSA	970,927	177,337	18.26%	397,029	73,672	18.56%	227,663	30,639	13.46%	$62,748
Louisiana	4,494,539	848,769	18.88%	1,783,168	336,693	18.88%	1,127,294	159,527	14.15%	$60,023

*1 RPC PDD 5-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes.   *2 RPC 9-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany and Tangipahoa Parishes.

*MSA = Metropolitan Statistical Area as Designated by the U. S. Census Bureau 2023 includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

*3 New Orleans-Metairie MSA as Designated by the U. S. Census Bureau 2023 includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

*4 Poverty population excludes children under the age of 15 who are not related to the householder, people living in institutional group quarters (e.g., nursing homes or correctional facilities), and people living in college dormitories or military barracks. Some regional median household income (grey) values are averaged. All data from American Community Survey (ACS) 5-year estimates (2019-2023).

New Orleans Area Parishes   ACS 5 Year Estimates (2019 -2023) Disabled Population and Disability Categories citing Appropriate Population and Disability Categories by Age Universe

Parish	Overall Disability Civilian Noninstitutionalized Population			ACS 5 Year Estimates (2019-2023)		Disability by Category by Age Universe						Overall Disability (0 thru 18 Yrs)		Overall Disability (65 Yrs and Over)	
	Total Civilian Noninstitutional Population	Percent of Civilian Noninstitutional Population w/Disability	Percent of Civilian Noninstitutional Population w/Hearing Disability	Percent of Civilian Noninstitutional Population w/Vision Disability	Total Civilian Noninstitutional Population (5+)	Percent of 5+ Pop w/Cognitive Disability	Percent of 5+ Pop w/Ambulatory Disability	Percent of 5+ Pop w/Self-Care Disability	Total Civilian Noninstitutional Population (18+)	Percent of 18+ Pop w/Independent Living Disability	Total Civilian Noninstitutional Population (0 thru 18 Yrs)	Percent of Pop (0 thru 18 Yrs) with a Disability	Total Civilian Noninstitutional Population (65+)	Percent of 65+ Pop w/Disability
Jefferson	428,578	16.12%	4.10%	3.46%	401,286	6.61%	8.69%	2.94%	331,676	6.70%	101,451	6.47%	77,250	37.20%
Orleans	371,549	14.06%	3.06%	2.97%	350,704	5.87%	7.64%	3.08%	297,180	5.51%	78,433	5.65%	60,270	34.24%
Plaquemines	21,893	15.44%	4.23%	4.21%	20,437	4.82%	7.96%	2.26%	16,131	4.87%	6,080	6.63%	3,120	39.62%
St. Bernard	43,903	18.63%	4.48%	4.06%	40,930	8.33%	9.73%	4.10%	32,311	8.80%	12,143	8.06%	5,608	46.43%
St. Charles	51,328	16.33%	4.85%	4.09%	48,591	6.75%	7.11%	1.90%	38,704	5.65%	13,245	6.79%	7,616	40.35%
St. James	19,630	12.13%	2.59%	2.37%	18,500	4.85%	7.55%	2.96%	15,212	4.79%	4,569	3.83%	3,699	29.66%
St. John the Baptist	40,926	15.25%	3.27%	2.79%	38,551	6.72%	7.68%	2.79%	30,893	7.97%	10,410	6.15%	6,103	33.93%
St. Tammany	265,844	16.87%	5.22%	4.18%	250,226	6.93%	8.34%	3.04%	201,795	6.14%	67,591	7.68%	47,780	37.61%
Tangipahoa	133,983	20.46%	5.42%	4.09%	124,660	10.40%	9.60%	3.84%	100,828	7.58%	34,852	9.18%	19,798	45.38%
Washington	43,468	23.46%	7.42%	5.38%	40,590	11.33%	13.59%	5.47%	32,755	11.33%	11,063	7.95%	8,183	43.11%
Regional 10 Parishes Above	1,421,102	16.35%	4.26%	3.60%	1,334,475	6.98%	8.50%	3.14%	1,097,485	6.50%	339,837	6.87%	239,427	37.56%
*RPC LA PDD 5-Parish Region	1,131,767	15.70%	4.04%	3.51%	1,063,583	6.47%	8.29%	3.04%	879,093	6.21%	265,698	6.61%	194,028	36.68%
*RPC 9-Parish Region	1,377,634	16.12%	4.16%	3.55%	1,275,385	6.85%	8.34%	3.07%	1,049,518	6.35%	324,205	6.84%	227,545	37.36%
*New Orleans-Metairie MSA	977,807	15.33%	3.70%	3.30%	918,999	6.34%	8.17%	2.97%	762,107	6.25%	226,331	6.23%	163,666	36.32%
Louisiana	4,523,071	16.12%	4.23%	3.72%	4,234,000	6.83%	8.46%	3.16%	3,455,526	6.87%	1,157,694	6.15%	733,291	38.16%

* RPC LA PDD 5-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes.

* RPC 9-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany and Tangipahoa Parishes.

*MSA = Metropolitan Statistical Area as Designated by the U.S. Census Bureau 2023 includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes. Noninstitutional Population (0 thru 18 Yrs) equates to ACS attribute for Under 19.

* Population by age and sex from ACS 5 year estimates (2019-2023) Census Tract estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish. Noninstitutional Population (0 thru 18 Yrs) equates to ACS attribute for Under 19.

New Orleans Area Parishes

ACS 5-Year Estimates (2019 -2023) Vehicles Available for Travel to Work (Place of Work Based)

Parish	Total Workers 16 and over in Households	Percent Workers No Vehicle Available	Percent Workers 1 Vehicle Available	Percent Workers 2 Vehicles Available	Percent Workers 3+ Vehicles Available	Total Households	Percent HH No Vehicle Available	Percent HH 1 Vehicle Available	Percent HH 2 Vehicle Available	Percent HH 3 Vehicle Available	Percent HH 4+ Vehicle Available
Jefferson	201,228	3.24%	27.58%	42.85%	26.33%	176,986	7.37%	41.91%	35.75%	10.62%	4.34%
Orleans	167,005	7.77%	35.73%	39.68%	16.81%	155,060	17.11%	46.20%	28.05%	6.54%	2.09%
Plaquemines	10,501	0.90%	18.04%	43.35%	37.71%	8,200	3.29%	31.44%	40.84%	19.28%	5.15%
St. Bernard	18,274	2.54%	28.93%	39.85%	28.67%	15,803	7.45%	41.38%	35.40%	11.26%	4.50%
St. Charles	24,275	0.81%	15.12%	44.77%	39.30%	18,622	2.72%	27.06%	44.40%	17.98%	7.84%
St. James	8,572	2.54%	17.93%	38.61%	40.91%	7,436	7.56%	32.48%	37.72%	14.13%	8.11%
St. John the Baptist	17,589	1.75%	20.37%	32.77%	45.11%	14,922	4.50%	35.24%	33.21%	17.39%	9.66%
St. Tammany	123,603	1.34%	17.24%	46.54%	34.88%	103,286	4.04%	30.55%	43.52%	15.73%	6.17%
Tangipahoa	56,340	1.88%	22.73%	40.85%	34.54%	50,191	5.51%	35.25%	38.51%	14.56%	6.16%
Washington	15,698	8.45%	23.91%	33.12%	34.53%	17,651	11.26%	38.84%	30.19%	14.15%	5.56%
Regional 10 Parishes Listed Above	643,085	3.86%	26.28%	41.99%	27.87%	568,157	9.10%	39.38%	35.44%	11.50%	4.58%
*RPC LA PDD 5-Parish Region	520,611	4.17%	27.59%	42.62%	25.62%	459,335	9.84%	40.60%	34.98%	10.57%	4.01%
*²RPC 9-Parish Region	618,815	3.80%	26.71%	42.80%	28.09%	550,506	9.03%	39.40%	35.61%	11.42%	4.55%
*³New Orleans-Metairie MSA	447,444	4.65%	29.31%	41.19%	24.86%	397,029	10.77%	42.22%	33.18%	9.90%	3.92%
Louisiana	1,973,105	3.32%	23.80%	43.06%	29.81%	1,783,168	8.29%	36.93%	37.21%	12.47%	5.10%

*RPC LA PDD 5-Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes.

*²RPC 9 Parish Region includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles,St. James St. John the Baptist, St. Tammany, and Tangipahoa Parishes.

*³RPC 9-Parish Region includes the first 7 parishes listed, but does not include St. Tammany (Slidell, Mandeville-Covington MSA), Tangipahoa (Hammond MSA) or Washington Parishes.

*³MSA = Metropolitan Statistical Area as Designated by the U. S. Census Bureau 2023 includes the first 7 parishes listed, but does not include St. Tammany Parishes.

Data from ACS 5-Year estimates (2019-2023) Census Tract estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.

The following tables represent demographic data obtained voluntarily from participants who completed the RPC CCCAP public survey in July of 2025.

13. WHAT IS YOUR AGE?		
Answer Choice	Response Count	Response Percentage
Under 6	0	0%
6 - 12	0	0%
13 - 17	0	0%
18 - 24	15	6%
25 - 40	46	21%
41 - 64	75	34%
65 or older	80	37%
Total Responses	216	

14. WHAT IS YOUR AGE? CHECK ALL THAT APPLY:		
Answer Choice	Response Count	Response Percentage
American Indian / Alaska Native	8	3%
Asian	3	1%
Black / African American	67	32%
Native Hawaiian / Pacific Islander	0	0%
White / Caucasian	126	61%
Total Responses	204	

15. WHAT IS YOUR GENDER:		
Answer Choice	Response Count	Response Percentage
Female	149	76%
Male	47	23%
Total Responses	196	

16. WHAT IS YOUR ANNUAL HOUSEHOLD INCOME BEFORE TAXES?		
Answer Choice	Response Count	Response Percentage
Below $15,000	42	22%
$15,000 - 24,999	19	10%
$25,000 - 34,999	15	7%
$35,000 - 44,999	14	7%
$45,000 - 54,999	16	8%
$55,000 - 64,999	13	6%
$65,000 - 74,999	13	6%
$75,000 or more	56	29%
Total Responses	188	

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