6. Conclusion

Efforts to reduce transportation emissions will continue to evolve and mature in Iowa. Some parts of the state have had planning efforts in this area underway for some time, like special task forces or roundtables focused on air quality, projects to develop local inventories of GHG emissions, or significant planning efforts related to less carbon intensive transportation modes. For others, integrating the CRS into their overall planning process may be one of their first significant actions on this topic. This first iteration of Iowa's CRS helps provide a foundation for the topic for the Iowa DOT, MPOs, and other stakeholders

Integrating the CRS strategies and projects into the overall planning and programming process will be one of the first implementation steps for the CRS. There are also important areas to continue to develop that will enhance implementation over time. The CRS will be updated in four years and will address progress made in these types of areas.

Potential process improvements for emission reduction planning

- Developing more localized GHG inventories, such as MPO or municipal level
- Quantifying the carbon emissions from the production, transport, and use of materials in the construction of transportation facilities
- Developing benefit/cost analysis for emission reduction projects
- Integrating emission reduction considerations into project prioritization processes
- Developing performance evaluation frameworks to gauge the impact of emission reduction efforts

To achieve substantial GHG emission reductions, there will need to be significant coordination among governments, private entities, utilities, and other stakeholders. Transportation emissions are only one part of GHG emissions across economic sectors. Some of the transportation strategies that could have the most significant impact on emission reductions will require action by entities other than governments. Transportation agencies cannot successfully implement these strategies on their own. The CRS provides a valuable strategy framework for transportation planning, but it is only one component of the much larger policy and coordination framework necessary for reducing GHG emissions.