

1. Introduction

1.1 Carbon Reduction Program (CRP) Overview

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA). This law authorized the new CRP with the purpose of reducing transportation emissions through the development of state Carbon Reduction Strategies (CRS) and by funding projects designed to reduce transportation emissions. States are required to develop their initial CRS by November 15, 2023. CRP funding is encouraged to be obligated for projects that support the implementation of the state’s CRS.

A Carbon Reduction Strategy (CRS) supports efforts to reduce transportation emissions, including by identifying strategies and projects. A state’s CRS should be tailored based on its context and population density.

1.2 Carbon Reduction Strategy (CRS) Content

Federal Requirements (23 U.S.C. 175(d))

Requirement	Location in Iowa CRS
➤ Develop CRS in consultation with Metropolitan Planning Organizations (MPOs)	3.1 MPO Consultation Process
➤ Support efforts to reduce transportation emissions	3.2 CRS Strategy Development Process 4.3 Strategies to Reduce Transportation Emissions
➤ Identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options: <ul style="list-style-type: none"> ➤ To reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the state or an area served by the applicable MPO, if any ➤ To facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes ➤ To facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches 	5. CRS Implementation 4.3 Strategies to Reduce Transportation Emissions 5.4 Projects to Reduce Transportation Emissions
➤ Support the reduction of transportation emissions of the state	5. CRS Implementation
➤ At the discretion of the state, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the state	[Optional]
➤ Be appropriate to the population density and context of the state, including any metropolitan planning organization designated within the state	2. Iowa Context



Approach to Iowa's CRS

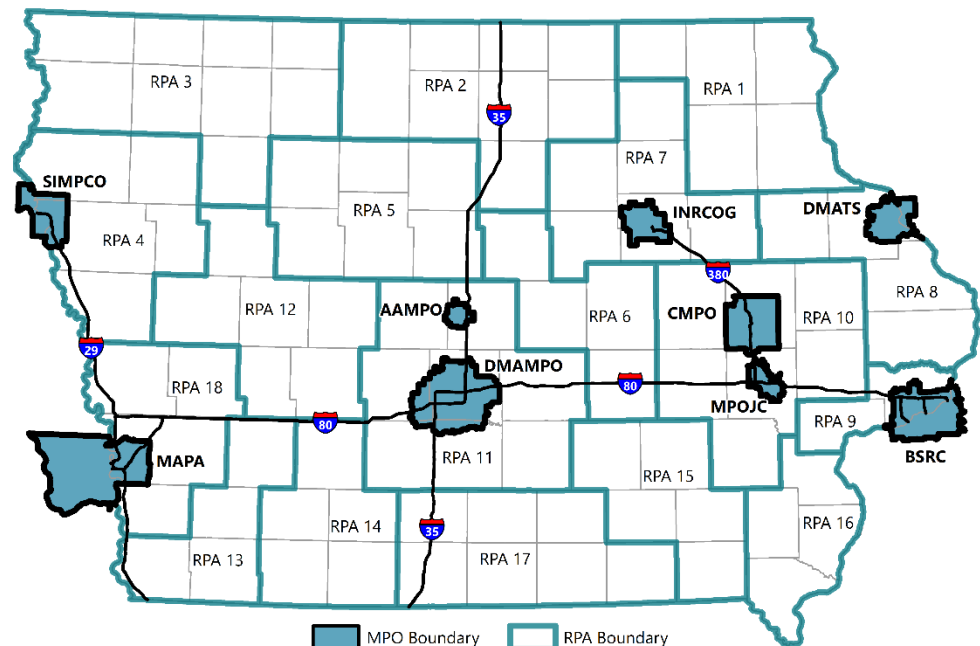
The requirement for states to develop a CRS is new. However, the Iowa Department of Transportation (DOT) has an extensive history of transportation planning and coordination. This includes a continuing, cooperative, and comprehensive statewide transportation planning process that includes the Iowa DOT and nine partner MPOs. The Iowa DOT also has 18 partner Regional Planning Affiliations (RPAs), which serve the non-metropolitan areas of the state. CRS coordination efforts focused on the MPOs due to CRS requirements and because the largest potential for reducing transportation-related carbon emissions typically occurs where there are the most people and trips.

Transportation planning at the state and MPO levels has involved the regular development and updating of numerous planning documents, many of which include strategies and initiatives that relate directly or indirectly to reducing transportation emissions. The requirement to develop a CRS provided an opportunity for the Iowa DOT and its partner MPOs to build on these existing planning efforts by compiling relevant strategies and initiatives and synthesizing them into a cohesive statewide strategy. This was achieved through a statewide consultation process that identified many shared priorities and opportunities for future coordination.

State DOTs and MPOs are encouraged to incorporate the CRS into their transportation planning processes and long-range transportation plans. The Iowa DOT plans to incorporate the CRS into its long-range transportation plan, Iowa in Motion 2050.

While the CRS is a new requirement, transportation planning by the Iowa DOT and its planning partners has been extensive and ongoing, and has already included strategies to reduce transportation emissions.

Iowa's MPOs and RPAs



Metropolitan Planning Organizations

- AAMPO - Ames Area Metropolitan Planning Organization
- BSRC - Bi-State Regional Commission
- CMPO - Corridor Metropolitan Planning Organization
- DMAMPO - Des Moines Area Metropolitan Planning Organization

- DMATS - Dubuque Metropolitan Area Transportation Study
- INRCOG - Iowa Northland Regional Council of Governments
- MAPA - Metropolitan Area Planning Agency
- MPOJC - Metropolitan Planning Organization of Johnson County
- SIMPCO - Siouxland Interstate Metropolitan Planning Council