

Carbon Reduction Strategy Update

MPO/RPA Quarterly

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Overview

- Carbon Reduction Program overview
- Strategy development methodology
- MPO feedback on draft strategies
- Next steps



Carbon Reduction Program (CRP)

- Iowa will receive \$82.6m over five years
 - Subject to obligation limitation
 - 65% suballocated by population; MPOs will program funds for their areas, Iowa DOT will program remainder
- States are required to develop a Carbon Reduction Strategy (CRS)
 - Due November 15, 2023
 - Developed in consultation with MPOs
 - Identifies strategies and projects to reduce transportation emissions
 - Recommended to integrate into SLRTP and MTPs, or incorporate by reference
- FHWA will review and certify the CRS development process
- Required to be updated at least every four years
- Iowa approach for initial CRS
 - Address federal requirements but have a relatively streamlined document
 - Focus on strategy development, then overall CRS document
 - Opportunity to compile relevant strategies and initiatives that have been identified through planning processes across the state and synthesize them into a cohesive strategy



Strategy development methodology

- Assembled a comprehensive list of over 350 strategies from all nine MPOs, Iowa DOT plans, and two national resources
- Reviewed whether each strategy was clearly relevant to carbon reduction and potentially actionable; 70% of initial strategies were carried forward
- Grouped strategies by general emphasis area
 - **Multimodal Transportation**
 - **Operational Efficiency**
 - **Alternative Fuels**
 - **Construction**
 - **Other**
- Strategies with similar themes were synthesized into 17 strategy statements for the CRS
- Considered prioritizing strategies
 - Did not feel it was necessary at a statewide level
 - Since MPOs are provided with CRP funding for programming, prefer to provide flexibility for individual MPOs to prioritize for their area if they wish
- Draft strategies provided to MPOs for review in February



Themes of MPO comments

- Relationship between strategies and eligible activities
 - All eligible activities can be mapped to one or more strategies
 - Strategies are higher level and meant to provide a more comprehensive framework than only focusing on the list of project eligibilities
 - Different strategies may involve or be led by different parties, such as Iowa DOT, MPOs, local jurisdictions, transit agencies, or other stakeholders
 - FHWA will have to provide clarification on specific project eligibility for those projects that are not clearly listed in 23 USC 175 (C)
- Several comments regarding concepts that have a place in the discussion in the broader CRS
 - Overall goals like safety and equity, trade-offs between project goals (a project may reduce carbon but not reduce demand or improve safety), etc.
- A few comments encouraging a more specific action or stronger wording
 - Similar to prioritization, this is an area where individual MPOs are encouraged to tailor strategies, project criteria, etc. to their priorities



Next steps

- Now through May
 - Continue development of draft CRS; internal review
- June – mid-July
 - Provide draft for review
- Mid-July – mid-August
 - Final editing and review
 - Submit CRS to FHWA by August 15