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GHG Reduction Policy Options

TLU Interim Recommendations for ICCAC for Priority Analysis

**Transportation and Land Use Efficiency (TLU) Subcommittee
Straw Balloting Results with Suggested Bundles**

	Option No.	GHG Reduction Policy Option	# Votes	Suggested Bundling
Top Priority				
1	2.1.8	Downtown revitalization	4	[B] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12, 2.1.13 [C] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12 [D] bundle 2.1.4, 2.1.8, 2.1.9, 2.1.11, 2.1.13, 2.2.4, 2.2.21, 2.3.11 [E] bundle 2.1.8, 2.1.9, 2.1.11
	2.1.9	Brownfield redevelopment	4	[B] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12, 2.1.13 [C] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12 [D] bundle 2.1.4, 2.1.8, 2.1.9, 2.1.11, 2.1.13, 2.2.4, 2.2.21, 2.3.11 [E] bundle 2.1.8, 2.1.9, 2.1.11
	2.1.11	Infill redevelopment	4	[B] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12, 2.1.13 [C] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12 [D] bundle 2.1.4, 2.1.8, 2.1.9, 2.1.11, 2.1.13, 2.2.4, 2.2.21, 2.3.11 [E] bundle 2.1.8, 2.1.9, 2.1.11
	2.1.12	Transit-Oriented Development	2	[B] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12, 2.1.13 [C] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12
	2.1.13	Smart Growth Planning, Modeling, Tools	4	[B] bundle 2.1.8, 2.1.9, 2.1.11, 2.1.12, 2.1.13 [C] bundle 2.1.4, 2.1.13 [D] bundle 2.1.4, 2.1.8, 2.1.9, 2.1.11, 2.1.13, 2.2.4, 2.2.21, 2.3.11
2	1.3.2	Feebates (state-specific or regional)	3	[B] bundle 1.3.2 & 1.3.4 [D] bundle 1.1.5, 1.1.6, 1.1.8, 1.3.1, 1.3.2, 1.3.4
	1.3.4	Tax credits for efficient vehicles (vouchers for these vehicles were also suggested as an option)	3	[B] bundle 1.3.2 & 1.3.4 [D] bundle 1.1.5, 1.1.6, 1.1.8, 1.3.1, 1.3.2, 1.3.4

3	2.1.2	Ensure state policies and capital funding programs evaluate GHG implications to be a model for climate-friendly and energy efficient development patterns	3	
4	2.2.4	Bike and pedestrian infrastructure	3	[B] bundle 1.3.10, 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.19, 2.2.24, 2.2.25 [D] bundle 2.1.4, 2.1.8, 2.1.9, 2.1.11, 2.1.13, 2.2.4, 2.2.21, 2.3.11
5	2.2.5	Expand transit infrastructure (rail, bus, bus rapid transit [BRT]) (more emphasis on retail destinations)	3	[B] bundle 1.3.10, 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.19, 2.2.24, 2.2.25 [D] bundle 2.2.5, 2.2.7, 3.3.3
6	2.2.7	Establish Omaha/Des Moines/ Iowa City/Davenport leg of Midwest Regional High Speed Rail Network. Include Ankeny/Ames and Waterloo/ Cedar Rapids/Iowa City legs to the system	3	[B] bundle 2.2.6, 2.2.7, 2.2.29, 4.1 [D] bundle 2.2.5, 2.2.7, 3.3.3
7	2.2.21	Have the State of Iowa adopt “Best Workplaces for Commuters” policies (http://www.bwc.gov)	3	[A] bundle 2.2.21, 2.2.22 & 2.2.23 [B] bundle 2.2.1, 2.2.22, 2.2.23, & 2.3.1 [D] bundle 2.1.4, 2.1.8, 2.1.9, 2.1.11, 2.1.13, 2.2.4, 2.2.21, 2.3.11
	2.2.22	Provide incentives to communities to become “Best Workplaces for Commuters” districts	2	[A] bundle 2.2.21, 2.2.22 & 2.2.23 [B] bundle 2.2.1, 2.2.22, 2.2.23, & 2.3.1

	2.2.23	Provide incentives to employers to become “Best Workplaces for Commuters”	2	[A] bundle 2.2.21, 2.2.22 & 2.2.23 [B] bundle 2.21, 2.2.22, 2.2.23, & 2.3.1
Mid Priority				
	1.1.4	Add-on technologies (low friction oil, low-rolling resistance tires) – light-duty vehicles	2	
	1.2.2	Vehicle maintenance, driver training/eco-driving, including tire pressure maintenance	2	[D] bundle 1.1.7, 1.2.2, 1.2.9, 1.3.10, 2.2.3
	1.3.5	Vehicle scrappage	2	
	1.3.10	Push alternative travel into the advertising mainstream	2	[B] bundle 1.3.10, 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.19, 2.2.24, 2.2.25 [D] bundle 1.1.7, 1.2.2, 1.2.9, 1.3.10, 2.2.3
	2.1.1	Adopt statewide growth management plan & GHG cap guiding conforming regional transportation and land use plans/programs that meet state-determined GHG budgets and vehicle miles traveled (VMT) per capita targets	2	
	2.1.4	Provide technical and financial support to local and regional agencies,	2	[C] bundle 2.1.4, 2.1.13 [D] bundle 2.1.4, 2.1.8, 2.1.9, 2.1.11, 2.1.13, 2.2.4, 2.2.21, 2.3.11

		enhancing technical tools, capacity, and fund Blueprint Planning Grant program		
	2.1.5	Modify and fund liberalizations/reforms of state and local tax and zoning/building codes and policies to support GHG reductions and implementation of State growth plans	2	
	2.2.3	Transit marketing and promotion, (including individualized transit marketing)	2	[B] bundle 1.3.10, 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.19, 2.2.24, 2.2.25, [D] bundle 1.1.7, 1.2.2, 1.2.9, 1.3.10, 2.2.3
	2.4.1	Low-GHG fuel standard (e.g., renewable) (it was suggested that this increase over time)	2	[D] bundle 2.4.1, 5.6
	3.3.3	Increase rail capacity, and address rail freight system bottlenecks	2	[B] bundle 3.3.1, 3.3.3, & 3.3.4 [D] bundle 2.2.5, 2.2.7, 3.3.3
Low Priority				
	1.1.1	Tailpipe GHG emission standards: California Clean Car	1	
	1.1.5	Hybrid buses – (Plug-In Hybrid Buses)	1	[D] bundle 1.1.5, 1.1.6, 1.1.8, 1.3.1, 1.3.2, 1.3.4

1.1.6	Support new corporate automobile fuel economy (CAFÉ) standards	1	[D] bundle 1.1.5, 1.1.6, 1.1.8, 1.3.1, 1.3.2, 1.3.4
1.1.7	Require GHG emission stickers on new cars	1	[D] bundle 1.1.7, 1.2.2, 1.2.9, 1.3.10, 2.2.3
1.1.8	Develop Infrastructure for Plug-In Vehicles	1	[D] bundle 1.1.5, 1.1.6, 1.1.8, 1.3.1, 1.3.2, 1.3.4
1.2.3	Transportation system management (intelligent transportation systems, signal synchronization)	1	
1.2.6	School bus idling restrictions	1	[D] bundle 1.2.6, 1.2.8, 3.2.7, 3.2.8, 5.7, 5.8
1.2.8	Enforcement of auto anti-idling reduction requirements	1	[D] bundle 1.2.6, 1.2.8, 3.2.7, 3.2.8, 5.7, 5.8
1.2.9	Public Education	1	[D] bundle 1.1.7, 1.2.2, 1.2.9, 1.3.10, 2.2.3
1.2.1	Enforce speed limits – speed cameras and police	1	[D] bundle 1.2.1, 3.2.2
1.3.1	Procurement of efficient fleet vehicles	1	[D] bundle 1.1.5, 1.1.6, 1.1.8, 1.3.1, 1.3.2, 1.3.4
1.3.3	CO ₂ -based registration fees	1	
2.1.3	Shape public and private investment to maximize GHG reductions and growth management,	1	

		including Indirect Source Rule to hold development accountable for GHGs, Transfer of Development Rights, Open Space Protection, Coastal Zone Management, and Adequate Public Facilities initiatives (impose transportation impact fees on developments to fund public transit service)		
	2.1.6	Ensure State congressional delegation works for federal highway, transportation, and land use-related legislation and programs supporting timely climate change action	1	
	2.1.7	Use of flexible federal transportation funding	1	
	2.1.14	Targeted Open Space Protection	1	
	2.2.2	Improve transit service (frequency, convenience, quality)	1	[B] bundle 1.3.10, 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.19, 2.2.24, 2.2.25
	2.2.6	Take a lead in promoting the Midwest Regional High Speed Rail Network	1	[B] bundle 2.2.6, 2.2.7, 2.2.29, 4.1
	2.2.19	Guaranteed ride home for	1	[B] bundle 1.3.10, 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.19, 2.2.24, 2.2.25

		transit users		
2.2.24		Issue free bus passes to downtown workers	1	[B] bundle 1.3.10, 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.19, 2.2.24, 2.2.25
2.2.25		Issue free bus passes to students and retired people	1	[B] bundle 1.3.10, 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.19, 2.2.24, 2.2.25
2.2.26		Create regional transportation centers where various types of public transportation meet	1	
2.2.27		Commuter bus from Iowa City to Cedar Rapids	1	
2.2.28		Van pooling and car pooling	1	[B] bundle 2.2.28, 2.3.8, 2.3.13
2.2.29		Amtrak studies (1) Quad Cities to Davenport, (2) Davenport to Iowa City, (3) Iowa City to Des Moines	1	[B] bundle 2.2.6, 2.2.7, 2.2.29, 4.1
2.3.1		Commuter choice/parking cash out	1	[B] bundle 2.2.1, 2.2.22, 2.2.23, & 2.3.1
2.3.2		VMT tax (revenue neutral replacing motor fuel tax)	1	
2.3.4		Increased fuel tax (w/ targeted use of revenue towards travel alternatives) (it was suggested that this be	1	

		used to increase the differential between fossil and renewable fuels)		
2.3.11	VMT/GHG offset requirements for large developments	1	[D] bundle 2.1.4, 2.1.8, 2.1.9, 2.1.11, 2.1.13, 2.2.4, 2.2.21, 2.3.11	
2.3.13	Reserved parking spaces for high-occupancy vehicles and car-sharing programs	1	[B] bundle 2.2.28, 2.3.8, 2.3.13	
2.4.4	Alternative fuel infrastructure development (build electric vehicle charging facilities and conveniently located fueling stations.)	1		
3.1.1	Vehicle technology improvements (e.g., aerodynamics – tractor and trailer)	1		
3.2.1	Freight logistics improvements/geographic information system (GIS)/Reduced empty backhaul	1		
3.2.2	Enforce speed limits	1	[D] bundle 1.2.1, 3.2.2	
3.2.7	Truck stop electrification/Idle-aire (suggestion was made to provide alternatives to	1	[D] bundle 1.2.6, 1.2.8, 3.2.7, 3.2.8, 5.7, 5.8	

		diesel engine idling at truck stops and terminal sites)		
	3.2.8	Enforce anti-idling	1	[D] bundle 1.2.6, 1.2.8, 3.2.7, 3.2.8, 5.7, 5.8
	3.3.1	Intermodal freight initiatives: railyard capacity	1	[B] bundle 3.3.1, 3.3.3, & 3.3.4
	3.3.4	Shift freight movements from truck to rail	1	[B] bundle 3.3.1, 3.3.3, & 3.3.4
	4.1	High-speed rail – as per 2.2	1	[B] bundle 2.2.6, 2.2.7, 2.2.29, 4.1
	5.1	Incentives for purchase of efficient vehicles and equipment	1	
	5.6	Low-carbon fuel (off road and recreational marine)	1	[D] bundle 2.4.1, 5.6
	5.7	Locomotive idling reductions	1	[D] bundle 1.2.6, 1.2.8, 3.2.7, 3.2.8, 5.7, 5.8
	5.8	Inclusion of Idling reduction requirements	1	[D] bundle 1.2.6, 1.2.8, 3.2.7, 3.2.8, 5.7, 5.8