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## **GHG Reduction Policy Options**

### **TLU Priorities for Analysis**

NOTE: Options marked with an asterisk (\*) are additional options to be included in priorities for analysis by unanimous vote of the ICCAC

**Transportation and Land Use Efficiency (TLU) Subcommittee  
Priorities for Analysis**

Option No.	Option Name (Tentative)	Catalog No.	Includes Previous Options
<b>Top Priority</b>			
TLU-1	Smart Growth Bundle	2.1.8	Downtown revitalization
		2.1.9	Brownfield redevelopment
		2.1.11	Infill redevelopment
		2.1.12	Transit-Oriented Development
		2.1.13	Smart Growth Planning, Modeling, Tools
		2.2.4	Bike and pedestrian infrastructure
		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
		2.1.4	Provide technical and financial support to local and regional agencies, 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		
TLU-2	Light Duty Vehicle Fuel Efficiency Incentives	1.3.2	Feebates (state-specific or regional)
		1.3.4	Tax credits for efficient vehicles (vouchers for these vehicles were also

			suggested as an option)
		1.3.5	Vehicle scrappage
			Plug-in hybrids*
TLU-3	GHG Impacts for State and Local Capital Funding	2.1.2	Ensure state/local policies and capital funding programs evaluate GHG implications to be a model for climate-friendly and energy efficient development patterns
TLU-4	Expand Transit Infrastructure	2.2.5	Expand transit infrastructure (rail, bus, bus rapid transit [BRT])
		2.2.2	Improve transit service (frequency, convenience, quality)
		2.2.3	Transit marketing and promotion, (including individualized transit marketing)
		1.1.5	Plug-in hybrid buses*
TLU-5	Support Passenger Rail Service in Iowa	2.2.7	Support 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
		2.2.26	Create regional transportation centers where various types of public transportation meet
TLU-6	Adopt Best Workplaces for Commuters in Iowa	2.2.21	Have the State of Iowa adopt “Best Workplaces for Commuters” policies ( <a href="http://www.bwc.gov">http://www.bwc.gov</a> )
		2.2.22	Provide incentives to communities to become “Best Workplaces for Commuters” districts
		2.2.23	Provide incentives to employers to become “Best Workplaces for Commuters”
		1.3.10	Support alternative modes of transportation for commuting
		2.2.19	Guaranteed ride home for transit users
TLU-7	Fuel Efficient Operations for	1.1.4	Add-on technologies (low friction oil, low-rolling resistance tires) – light-duty

	Light Duty Vehicles		vehicles
		1.2.2	Vehicle maintenance, driver training/eco-driving, including tire pressure maintenance
TLU-8	Fuel Strategies	2.4.1	Low-GHG fuel standard (e.g., renewable)
		AFW-7	Liquid fuel tax*
			Tax credits*
TLU-9	Freight Strategies (Truck and Rail)	3.3.3	Increase rail capacity, and address rail freight system bottlenecks
TLU-10	New Vehicle Standards (Tailpipe GHG and Fuel Economy – FOR DISCUSSION)	1.1.1	Tailpipe GHG emission standards: California Clean Car