

Credit: NACTO Urban Street Design Guide

# Carbon Reduction Program

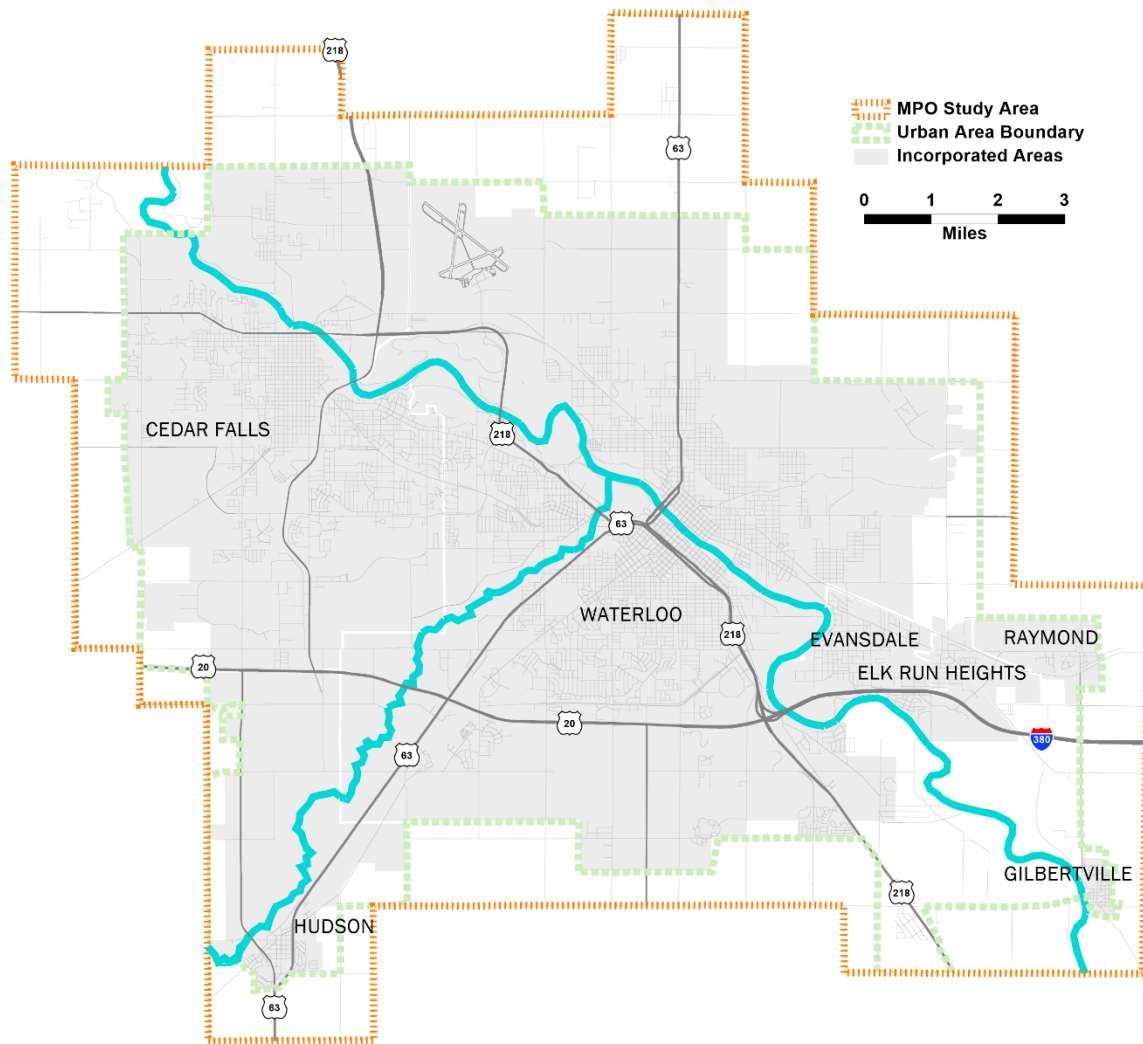
## Project Selection & Programming Guidelines

# Schedule

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November, 2025	Application posted to the MPO website and Notice of Funding Availability emailed to all jurisdictions
April 3, 2026	Carbon Reduction Program applications due by 3:00 PM, including all required attachments
April 9, 2026	Transportation Technical Committee meeting to develop the draft Carbon Reduction Program
June 11, 2026	Draft FY 2027-2030 Transportation Improvement Program (TIP) reviewed by the Policy Board and Transportation Technical Committee
June 12, 2026	Draft FY 2027-2030 TIP submitted to the Iowa DOT, FHWA, and FTA
Week of June 22, 2026	TIP Public Input Sessions
July 9, 2026	Final FY 2027-2030 TIP presented to the Policy Board for adoption
July 10, 2026	Final FY 2027-2030 TIP submitted to the Iowa DOT, FHWA, and FTA

# Black Hawk County MPO Planning Area



## Program Purpose and Priorities

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- a. The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.
- b. Projects should align with administration priorities, including:
  - **Safety:** The US DOT and FHWA are committed to “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.
  - **Complete Streets:** Section 11206 of the BIL defines Complete Streets standards or policies as 5 those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.”
  - **Transit Flex:** Funds from CRP can be “flexed” to FTA to fund transit projects.
  - **ADA:** Recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

## Eligible Activities and Requirements

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- a. Establishing or operating a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
  - b. Public transportation projects including the construction of a bus rapid transit corridor or dedicated bus lanes;
  - c. Construction/implementation of on- and off-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
  - d. Advanced transportation and congestion management technologies;
  - e. Projects for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
  - f. Replacing street lighting and traffic control devices with energy-efficient alternatives;
  - g. Efforts to reduce the environmental and community impacts of freight movement;
  - h. Supporting deployment of alternative fuel vehicles, including:
    - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
    - The purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
  - i. Diesel engine retrofit project;
  - j. Certain types of projects to improve traffic flow that are eligible under the Congestion Mitigation and Air Quality (CMAQ) program, and that do not involve construction of new capacity.
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- For additional details on Eligible Projects, visit the [Bipartisan Infrastructure Law Fact Sheet website](#).
  - Projects must be consistent with the *Iowa DOT Carbon Reduction Strategy* or the goals and objectives of the *MPO Long-Range Transportation Plan*.
  - Carbon Reduction Program projects are eligible for up to 80 percent of the total estimated eligible project cost.
  - Applications must include a copy of an executed resolution and detailed cost estimate. All information must be submitted by the application deadline.
  - Incomplete applications or late applications **will not be considered for funding**.
  - Projects submitted for consideration will be reviewed by MPO Staff for eligibility prior to the Transportation Technical Committee meeting.

## Technical Resources

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Applicants are expected to refer to the *Iowa DOT Carbon Reduction Strategy* and the most recent *MPO Long-Range Transportation Plan* while preparing the grant application. Links to these documents along with additional technical resources can be found below.

**MPO 2050 Long-Range Transportation Plan**

<https://bhcmpo.files.wordpress.com/2023/11/full-long-range-transportation-plan-4.pdf>

**Iowa DOT Carbon Reduction Strategy**

<https://iowadot.gov/iowainmotion/Specialized-System-plans/Carbon-Reduction-Strategy>

**Iowa DOT State Freight Plan**

<https://iowadot.gov/iowainmotion/Specialized-System-plans/Freight-Plan>

**Iowa DOT Bicycle and Pedestrian Long-Range Plan**

<https://iowadot.gov/iowainmotion/Modal-Plans/Bicycle-and-Pedestrian-Plan>

**Iowa DOT State Transportation Plan**

<https://iowadot.gov/iowainmotion/State-Transportation-Plan>

## Project Application

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- The Carbon Reduction Program application must be completed and submitted using the [Online Form](#).
- Each application must answer all applicable questions.
- A copy of an executed resolution from the City Council or Board of Supervisors must be emailed to MPO Staff by the application deadline. An example resolution can be found in *Appendix B*.
- In lieu of a resolution, applications from MET Transit must include a letter of support from the MET Transit Board; and applications from the Iowa DOT must include a letter of support from the Iowa DOT District 2 Office.
- Questions and application materials (copy of executed resolution, detailed cost estimate) should be directed to Oghogho Oriakhi at [ooriakhi@inrcog.org](mailto:ooriakhi@inrcog.org).

## Project Ranking and Programming

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- Projects will be ranked and recommended for funding by MPO staff.
- MPO staff will rank projects by considering the ability to meet the MPO Long-Range Transportation Plan Goals, Objectives, and Performance Measures (see *Appendix A*).
- Projects will be ranked via a comparison process. All projects will be directly compared to each other, with a priority being chosen from each pair. Each time a project is chosen, it will receive a point. Points will be totaled, resulting in a ranked priority list for funding.
- MPO staff shall recommend projects for funding based upon the project rankings and funding constraints.
- MPO staff has the discretion to recommend the share of Carbon Reduction Program funds for each recommended project.
- Projects recommended for Carbon Reduction Program funds will be incorporated into the draft Transportation Improvement Program (TIP), distributed to the Policy Board for review, and taken out for public comment. The draft document will also be submitted to the Iowa DOT, FHWA, and FTA for review. Comments from these agencies and the public will be incorporated into the final document and presented to the Policy Board for adoption.
- The Policy Board has the ultimate decision-making authority. The Policy Board shall review and approve the allocation of all Carbon Reduction Program projects within the final TIP.
- Upon approval of the final TIP by the Policy Board, the MPO shall forward a *Carbon Reduction Program Award Letter* to the recipient. An example letter can be found in *Appendix C*.

## Example Ranking

MPO Staff Member 1			MPO Staff Member 2		
Project A / Project B	Project A / Project C	Project A / Project D	Project A / Project B	Project A / Project C	Project A / Project D
Project B / Project C	Project B / Project D		Project B / Project C	Project B / Project D	
Project C / Project D			Project C / Project D		
A: 0 B: 3 C: 2 D: 1			A: 3 B: 2 C: 1 D: 0		
MPO Staff Member 3					
Project A / Project B	Project A / Project C	Project A / Project D			
Project B / Project C	Project B / Project D				
Project C / Project D					
A: 0 B: 2 C: 2 D: 3					
Overall Ranking:					
Project B: 7 Points					
Project C: 5 Points					
Project D: 4 Points					
Project A: 3 Points					

## Project Status Updates

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- Project sponsors shall provide status updates at regularly scheduled MPO Policy Board meetings.
- Status updates include but are not limited to:
  - a. Letting schedule
  - b. Construction schedule
  - c. Changes in project scope
  - d. Construction progress

## Application Checklist

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- ☐ Carbon Reduction Program application fully completed and submitted online
- ☐ Copy of executed resolution (if applicable) submitted to MPO Staff
- ☐ Detailed cost estimate submitted to MPO Staff
- ☐ Letter of support submitted to MPO Staff (MET Transit and Iowa DOT only)

## MPO Contact Information







































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Oghogho Oriakhi  
Transportation Planner  
[ooriakhi@inrcog.org](mailto:ooriakhi@inrcog.org)



229 East Park Ave  
Waterloo, IA 50703  
(319) 235-0311  
Monday–Friday, 8:00 AM – 4:00 PM  
[www.bhcmpo.org](http://www.bhcmpo.org)

## Appendix A: 2050 Long-Range Transportation Plan Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measurement	2018 MPO Baseline Condition Data	2018-2022 Data	Desired Trend	Current Trend
Increase the safety of the transportation system	1.1) Reduce the number of traffic fatalities	<sup>1</sup> Number of fatalities	6.8 / year	6.6		
	1.2) Reduce the rate of traffic fatalities	<sup>1</sup> Fatality rate (per 100 million VMT)	0.831	0.833		
	1.3) Reduce the number of traffic serious injuries	<sup>1</sup> Number of serious injuries	39.6 / year	35.0		
	1.4) Reduce the rate of traffic serious injuries	<sup>1</sup> Serious injury rate (per 100 million VMT)	4.548	4.440		
	1.5) Reduce the number of non-motorized fatalities and serious injuries	<sup>1</sup> Non-motorized fatalities and serious injuries	6.8 / year	7.2		
	1.6) Reduce the number of traffic accidents involving pedestrians and bicyclists	Crashes involving pedestrians and bicyclists	40.8 / year	36.8		
Strategically preserve the existing infrastructure	2.1) Preserve and maintain Interstate system pavement	<sup>1</sup> Percent of pavement in good condition	75.5%	87.6%		
		<sup>1</sup> Percent of pavement in poor condition	0%	0%		
	2.2) Preserve and maintain non-Interstate National Highway System (NHS) pavement	<sup>1</sup> Percent of pavement in good condition	24.2%	28.1%		
		<sup>1</sup> Percent of pavement in poor condition	30.6%	5.9%		
	2.3) Preserve and maintain state-owned pavement	Percent of pavement in good condition (IRI)	47.4%	46.9%		
		Percent of pavement in poor condition (IRI)	2.9%	2.7%		
	2.4) Preserve and maintain city and county road pavement conditions	Percent of pavement in good condition	34.5%	40.8%		
		Percent of pavement in poor condition	21.3%	19.8%		
	2.5) Preserve and maintain NHS bridges	<sup>1</sup> Percent of bridges in good condition (deck area)	57.8%	55.0%		
		<sup>1</sup> Percent of bridges in poor condition (deck area)	0%	0%		
	2.6) Decrease the number of bridges that are posted or closed	Posted or closed bridges	13	12.0		
	2.7) Decrease the number of bridges that are structurally deficient	Structurally deficient bridges	12	10.3		
	2.8) Increase the average bridge sufficiency rating	Average bridge sufficiency rating in the metropolitan area	88.3	88.9		

Goal	Objective	Performance Measurement	2018 MPO Baseline Condition Data	2018-2022 Data	Desired Trend	Current Trend
Support an efficient transportation system	3.1) Maintain the percent of person-miles traveled on the Interstate that are reliable	<sup>1</sup> Level of Travel Time Reliability (LOTTR)	100%	100%		
	3.2) Maintain the percent of the person-miles traveled on the non-Interstate NHS that are reliable	<sup>1</sup> Level of Travel Time Reliability (LOTTR)	99.6%	99.0%		
	3.3) Improve freight travel time reliability	<sup>1</sup> Truck Travel Time Reliability (TTTR) Index	1.19	1.25		
	3.4) Reduce the total vehicle miles traveled	Vehicle miles per capita 5-year average	7,012	6,501		
Provide a high degree of multimodal accessibility and mobility	4.1) Provide more on-road bicycle facilities	Miles of on-road bicycle accommodations	17.6	17.6		
	4.2) A greater number of trips are made using public transit	Number of MET fixed route rides	398,270	272,907		
	4.3) Decrease the percent of MET's vehicles that are beyond Useful Life Benchmark (ULB)	<sup>1</sup> Percent of revenue vehicles within an asset class that have met or exceeded ULB	Buses: 26%	45.8%		
			Mini-buses: 54%	44.2%		
		<sup>1</sup> Percent of non-revenue vehicles that have met or exceeded ULB	66%	29.2%		
	4.4) Transit facilities remain in good condition	<sup>1</sup> Percent of MET's facilities with a condition rating below 3.0 on FTA TERM Scale	0%	0%		
	4.5) Increase the number of bus shelters in the metropolitan area	Bus shelters	6	13		

<sup>1</sup>Federally required performance measurement

# Appendix A: Iowa DOT Carbon Reduction Strategies

## IOWA DOT 2024 CARBON REDUCTION STRATEGY

### Projects to reduce transportation emissions

Strategies (See Section 4.3 for full descriptions)	Alignment with CRP Guidance			Projects include but are not limited to
	Facilitate non-SOV trips	Vehicles/modes with lower emissions	Lower emission construction approaches	
<b>Multimodal Transportation</b>				
➤ Public transit	✓	✓	✓	<ul style="list-style-type: none"> <li>➤ Bus replacement</li> <li>➤ Transit facility construction or replacement</li> <li>➤ Expanded transit service area and/or hours</li> <li>➤ New intermodal connections</li> <li>➤ Construct on- or off-road facilities for bicyclists/pedestrians</li> <li>➤ Safe routes to school programs or infrastructure</li> <li>➤ Complete Streets implementation</li> <li>➤ Carpool/vanpool programs</li> <li>➤ Expanded micromobility options</li> <li>➤ Electric bicycle incentives</li> <li>➤ Advanced mobility, access, and on-demand transportation service technologies</li> <li>➤ Planning efforts for passenger or commuter rail</li> <li>➤ Passenger or commuter rail infrastructure, capital, or service</li> </ul>
➤ Bicyclists and pedestrians	✓	✓		
➤ Complete Streets	✓	✓		
➤ Reduce single occupant vehicles	✓	✓		
➤ Passenger and commuter rail	✓	✓		
<b>Operational Efficiency</b>				
➤ Transportation Systems Management and Operations	✓	✓		<ul style="list-style-type: none"> <li>➤ Procure and utilize TSMO-related equipment or technology to improve flow</li> <li>➤ Cross-jurisdictional TSMO coordination</li> <li>➤ Enhanced traffic signal responsiveness or coordination</li> <li>➤ Enhanced traffic monitoring</li> <li>➤ Advanced traveler information systems</li> <li>➤ Advanced traffic management technologies</li> <li>➤ Address bottleneck locations</li> <li>➤ Projects that help avoid detours or delays</li> <li>➤ Integrated corridor management systems</li> <li>➤ Encourage shifting commute times</li> <li>➤ Increase vehicle occupancy rate</li> <li>➤ Enhanced ability to conduct business remotely</li> </ul>
➤ State of good repair			✓	
➤ Travel Demand Management	✓	✓		



## Projects to reduce transportation emissions

Strategies (See Section 4.3 for full descriptions)	Alignment with CRP Guidance			Projects include but are not limited to
	Facilitate non-SOV trips	Vehicles/ modes with lower emissions	Lower emission construction approaches	
Alternative Fuels				
➤ Alternative and renewable fuel infrastructure	✓	✓	✓	➤ Acquire, install, or operate alternative and renewable fuel infrastructure to support charging or fueling ➤ Purchase low/no emission transit vehicles ➤ Enhance coordination with other sectors to advance policies, equipment, and infrastructure associated with alternative and renewable fuels
➤ Vehicles that utilize alternative and renewable fuels		✓		
➤ Enhanced coordination		✓	✓	
Construction				
➤ Sustainable elements or construction practices		✓	✓	➤ Use lower carbon materials ➤ Design infrastructure to have lower carbon emissions across its life cycle ➤ Purchase or lease zero-emission construction equipment and vehicles ➤ Use transportation right-of-way for energy infrastructure or generation ➤ Stage construction projects to minimize congestion, detours, and delay ➤ Utilize other modes to reduce demand in construction zones
➤ Cross-sector use of right-of-way			✓	
➤ Reduce carbon impacts during construction projects	✓		✓	
Other				
➤ Integrate transportation and land use planning	✓		✓	➤ Enhance integration of transportation needs into development and redevelopment efforts ➤ Develop carbon reduction strategy ➤ Enhance freight intermodal connections ➤ Reduce emissions at port facilities ➤ Replace street lighting and traffic control devices with energy-efficient alternatives
➤ Improve freight efficiency		✓	✓	
➤ Other projects or programs			✓	

## Appendix B: Example Resolution

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A RESOLUTION OF THE **[MEMBER GOVERNMENT]** APPROVING AN APPLICATION TO THE BLACK HAWK COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) FOR CARBON REDUCTION PROGRAM FUNDING FOR THE **[PROJECT NAME]** PROJECT AND DIRECTING EXECUTION OF SAID APPLICATION BY THE **[GOVERNING BODY]**.

WHEREAS, the **[MEMBER GOVERNMENT]** is a full member in good standing of the Black Hawk County Metropolitan Planning Organization (MPO); and

WHEREAS, the MPO provides Carbon Reduction Program funds, on a competitive basis, for eligible projects to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources; and

WHEREAS, it is in the best interest of the **[MEMBER GOVERNMENT]** to avail itself of financial assistance through the Carbon Reduction Program as administered by the Black Hawk County MPO.

NOW, THEREFORE BE IT RESOLVED BY THE **[GOVERNING BODY]** OF THE **[MEMBER GOVERNMENT]** AS FOLLOWS:

- 1) The Carbon Reduction Program application for the **[PROJECT NAME]** project is hereby approved and endorsed by the **[GOVERNING BODY]**.
- 2) The improvements provided for in this application will be dedicated to public use and adequately maintained by the **[MEMBER GOVERNMENT]**.
- 3) The **[MEMBER GOVERNMENT]** assures the Black Hawk County Metropolitan Planning Organization that funds for the local match have been or will be committed to the Carbon Reduction Program project.
- 4) The **[DESIGNATED OFFICIAL]** is hereby designated as the official representative of the **[MEMBER GOVERNMENT]** and is further hereby directed and authorized to affix their signature to said application on behalf of the **[GOVERNING BODY]**.

PASSED AND ADOPTED THIS \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_

ATTEST:

\_\_\_\_\_

## Appendix C: Example Award Letter



**INRCOG**  
Iowa Northland Regional  
Council of Governments

December 14, 2022

Name  
Title  
Community  
Address  
City, State ZIP

Dear Joe Example:

RE: Black Hawk County Metropolitan Planning Organization  
Carbon Reduction Program Funding Award

This correspondence is to inform the City of Exemptown that the Black Hawk County Metropolitan Planning Organization (MPO) has awarded Carbon Reduction Program funds in the amount of \$500,000.00 for the 1<sup>st</sup> Ave Bike Lane project. Your project will be programmed into the MPO Fiscal Year 2024-2027 Transportation Improvement Program (TIP) in federal fiscal year 2025.

To receive Carbon Reduction Program funds, the City must work with the Iowa Department of Transportation. To initiate that process, project sponsors should contact the Iowa DOT Local Systems Bureau.

Please note the City does not yet have a funding commitment nor is it authorized to expend Carbon Reduction Program funds until the project has been authorized by the Federal Highway Administration (FHWA). Expenditures incurred prior to FHWA authorization will be ineligible for reimbursement. If you have questions, please contact me at (319) 235-0311 or [kdurant@inrcog.org](mailto:kdurant@inrcog.org).

Sincerely,

Kyle Durant  
Transportation Planner II

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229 E Park Avenue | Waterloo Iowa 50703 | P (319) 235-0311 | F (319) 235-2891 | [www.inrcog.org](http://www.inrcog.org)