



April 23, 2026

# Memo

**TO:** RPA Policy Board

**FROM:** Dan Fox, Senior Planner, ECIA

**SUBJECT:** Fiscal Year 2027-2030 TAP Application Ranking Results

**PURPOSE**

To provide The RPA Policy Board with the results of the Transportation Alternative Program application ranking.

**BACKGROUND**

The RPA Transportation Alternatives Program (TAP) is the current iteration of the former Transportation Enhancements (later Transportation Alternatives) program that has been in existence since 1991. Eligible project activities include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and community improvements such as historic preservation, vegetation management, and some environmental mitigation related to storm water and habitat connectivity.

Funding for the RPA 8 TAP program comes from an annual suballocation of the State of Iowa’s federal Transportation Alternative Set-Aside funds. RPA 8 uses a competitive process to select projects for funding. Project sponsors must pay 100 percent of project costs up front. TAP program funds may reimburse up to 80 percent of eligible project costs or up to the approved grant maximum, whichever is less.

**APPLICATIONS**

RPA 8 issued a Notice of Funding Opportunity (NOFO) for the FY 2027-2030 funding cycle on February 2, 2026, with a total of \$415,000 available. The NOFO was revised on February 11, 2026, to reflect a funding increase from a previously awarded TAP grant that was returned to the RPA. The amount returned was \$105,000, bringing the total available to \$520,000.

The application deadline was 5:00 pm on March 11, 2026. Two complete applications were submitted, requesting a total of \$1,020,000. Table 1 lists the applications submitted. Staff reviewed the submissions and found that all projects met the minimum eligibility requirements.

**Table 1. Applications Submitted**

Applicant	Project	Total	Requested	Local Match	Match %
City of Clinton	Mill Creek Parkway Connector	\$920,000	\$520,000	\$400,000	43%
City of Maquoketa	Maquoketa Summit Loop Reconstruction	\$657,443	\$500,000	\$157,443	24%
	<b>Total</b>	<b>\$1,577,443</b>	<b>\$1,020,000</b>	<b>\$557,443</b>	

**APPLICATION RANKING**

With the total amount requested greater than the amount available, the RPA 8 Policy board appointed a committee to evaluate and rank the applications. Table 2 lists the ranking committee members.

**Table 2. Ranking Committee Members**

Name	Title
Connie Behnken	Manchester Mayor
Wayne Kenniker	Dubuque County Supervisor
Todd Kinney	Dubuque County Engineer
Jayden Scheckel	Jackson County Engineer

Applications were evaluated using the scoring criteria established by the RPA Policy Board. The maximum score possible was 130 points. All application materials were provided to the ranking committee members for individual review, and the committee met on April 7, 2026, to discuss the applications as a group. Each member assigned scores for each evaluation category. Individual scores were compiled and averaged to produce the final scores for each application. Table 3 provides the results of the ranking process.

**Table 3. Ranking Results**

Criteria	Possible Points	Maquoketa	Clinton
Regional Impact	25	20.00	21.25
Connectivity and Completion of Trail Linkages	15	11.50	13.00
Alignment with Local, Regional, or Statewide Planning Documents	15	13.50	13.75
Federal-aid Highway Project Development Process, Understanding and Capacity	10	9.25	9.00
Contribution Toward Safety for All Transportation Modes	10	9.25	8.50
Enhancement of Regional Tourism Benefits	10	8.00	7.00
Leverage of Non-Federal Funding Sources	10	7.25	8.75
Need for the Proposed Project	10	8.75	7.75
Addresses High-Need Areas	10	8.50	8.25
Improve Accessibility	5	4.50	4.25
Long-Term Maintenance Plan	5	4.25	4.00
Project Readiness	5	5.00	4.00
<b>Total</b>	<b>130.00</b>	<b>109.75</b>	<b>109.50</b>

**FUNDING RECOMMENDATIONS**

Based on the ranking results, the Maquoketa application was ranked highest and will be fully funded at \$500,000. The remaining \$20,000 will be offered to Clinton as the next highest ranked applicant. Table 4 summarizes the results of the application ranking process and the recommended awards.

**Table 4. Funding Recommendations**

Rank	Score	Applicant	Request	Recommended Award	TAP Funds Available
1	109.75	Maquoketa	\$500,000	\$500,000	\$520,000
2	109.50	Clinton	\$520,000	\$20,000	\$20,000

**NEXT STEPS**

RPA 8 staff will send award letters and draft funding agreements to grant recipients following approval from RPA Policy Board. If any city chooses to decline its recommended award, the funds will be offered to the next highest ranked applicant. Any TAP funds that remain unclaimed after being offered to all applicants should be added next year’s TAP funding pool. Thank you for your consideration.

A summary of each application is provided in the following pages. Full applications can be accessed at this link:

[https://eciarta-my.sharepoint.com/:f/g/personal/dfox\\_ecia\\_org/IgBclmW40f\\_SrceDSHdXhhUAdvLixQwjIECb5vDeGQc0Q?e=DOGk6c](https://eciarta-my.sharepoint.com/:f/g/personal/dfox_ecia_org/IgBclmW40f_SrceDSHdXhhUAdvLixQwjIECb5vDeGQc0Q?e=DOGk6c)

**City of Clinton Project Summary**

*Mill Creek Parkway Connector*

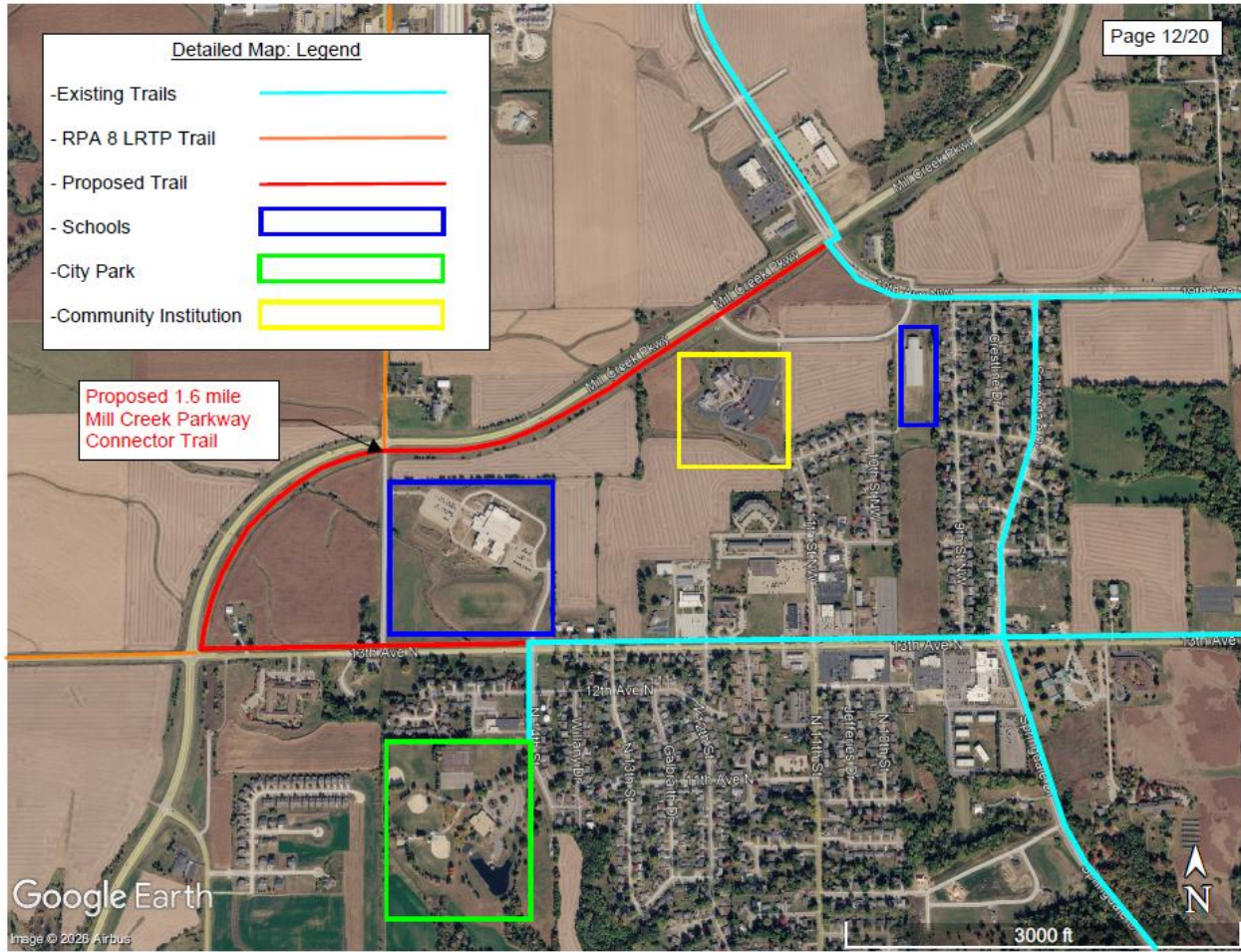
Total Project Cost	Total Claimed for Reimbursement*	TAP Request	Local Match	Match %
\$920,000	\$920,000	\$520,000	\$400,000	43.5%

\*Total Claimed for Reimbursement includes the TAP request and local match

*Project Description*

This project is a continuation of the 13th Ave North Recreation Trail. This 1.6 Mile trail will start along 13th Ave N at the intersection of N 14th Street, on the north side of the road. This portion of the trail will continue west, crossing 16th St NW before reaching Mill Creek Parkway. From here the trail will head north along the east side of Mill Creek Parkway before reaching 19th Ave NW where it will connect with the existing trail. Generally, this is a trail building project, requiring a minor amount of fill and storm sewer to replace an existing drainage ditch. Only three temporary easements will be required as most of the corridors have plenty of existing ROW.

Project Map



## City of Maquoketa Project Summary

### Maquoketa Summit Loop Reconstruction

Total Project Cost	Total Claimed for Reimbursement*	TAP Request	Local Match	Match %
\$657,443	\$657,443	\$500,000	\$157,443	23.9%

\*Total Claimed for Reimbursement includes the TAP request and local match

### Project Description

The Maquoketa Summit Loop Reconstruction project is a functional necessity for the regional transportation system, delivering a full-depth reconstruction of 3,200 linear feet of critically failed trail, estimated below 10 on the PCI index, along the eastern industrial corridor. Serving all 6,128 residents as the community's primary active transportation artery, the Summit Loop connects residential neighborhoods to the Maquoketa Middle School, Maquoketa Area YMCA, Aquatic Park, Community School District Athletic Fields, and major employers including Con-Trol, Jackson Manufacturing, Sonae, Mallard Manufacturing, Alliance Pipeline, Dittmer Recycling, and Dynamic Tube. The project addresses existing infrastructure deficiencies, failing pavement, lack of curb or safety separation, and inadequate stormwater management, by installing durable Roller Compacted Concrete (RCC), new curb and gutter, and physical safety barriers. These separators are essential to protect pedestrians and cyclists from the corridor's high volume of heavy industrial truck traffic, recorded at 1,910 AADT by IDOT data.

Notably, the trail serves as a vital link to the upcoming Maquoketa Splash Pad at the YMCA Aquatic Park—a new 4500 sqft+ attraction, scheduled for Spring 2027, which is expected to significantly increase non-motorized traffic from families, youth, and tourists. Without this reconstruction, these users would be forced to navigate a hazardous, deteriorated path immediately adjacent to heavy manufacturing traffic. From a broader perspective, the project aligns with Iowa's statewide goals of promoting safe, multimodal transportation, reducing vehicle dependence, and improving public health. Planning is advanced, with route alignment, engineering concepts, and safety improvements identified. No site acquisition is required, and the project remains highly shovel-ready: all engineering, design, and administrative oversight expenses will be paid locally, independently from this application, with local funds secured in addition to the \$500,000 limit provided by TAP resources. Upon completion, the project will significantly contribute to the community's quality of life by offering a safe, separated corridor for active transportation, encouraging healthy lifestyles, supporting local tourism by improving access to community amenities, and increasing the overall utility of the transportation system.

