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**APPLICATION INSTRUCTIONS FOR
RISE: COMPETITIVE RATING FUNDING
for Local Development Projects**

GENERAL INSTRUCTIONS

1. Before preparing this application, please read the RISE program Administrative Rules. The rules describe the types of funding available under the RISE program.
2. The RISE program shall be targeted toward value-adding activities to provide maximum economic impact to the state. Value-adding activities feed new dollars into the economy. As these dollars are circulated, the state experiences economic growth. Residential and retail development, local government facilities, local public schools, locally oriented business services, commercial and personal services are generally not value-adding activities and will rarely meet the intent of the program. However, value-adding activities could include industrial, manufacturing, warehousing, distribution, and profession office (non-personal service) developments.
3. This application form is for Competitive Rating Local Development projects. Competitive Rating funding is intended for those projects that do not require an immediate commitment of funds or cannot meet the criteria for Immediate Opportunity funding. Projects must compete against other Local Development projects in a process conducted semi-annually.
4. Only city and county governments may apply for Local Development funds. Cities and counties may apply for RISE funds for use on city street, secondary road, or primary road projects. Joint applications submitted by two or more local governments must specify a lead agency and list all participating jurisdictions. The application should be signed by the mayor or chairperson of the board of supervisors of the local government submitting the application.
5. If the proposed project will include improvements to a primary road (Iowa Department of Transportation jurisdiction) or if the proposed project will provide ingress/egress to/from a primary road, the applicant is required to contact the responsible Iowa DOT District Office and inquire about work in the right of way permit and access requirements. The district office will require a traffic impact study to determine appropriate improvements on the primary roadway required by the proposed project, this study must be completed and reviewed to the satisfaction of the district office before a RISE application will be considered by the Iowa Transportation Commission.
6. The completed application form must be typewritten, and information must be clear, concise, and accurate. Photocopies of this form may be used by applicants. If the space provided for an answer is inadequate, please attach additional pages.
7. Incomplete applications will not be considered by the Iowa Transportation Commission for funding, but may be completed and re-submitted. All information submitted as part of this application, as well as any additional information by the department, will be used to evaluate the application. The information will not be routinely supplied to persons outside the department.
8. Funds may be requested and committed as either a loan or grant, or a combination loan and grant.
9. Applications may be submitted at any time. Complete applications must be received by the department no later than Feb. 1 or Sept. 1 in order to be considered in the current round of applications. Applications received after a deadline will be held for consideration in the next programming cycle.

Note: Applications for Competitive Rating funding that are submitted at least two months in advance of the deadline will generally have an opportunity to be revised and resubmitted, if necessary, and be considered in the same funding cycle.

10. Complete applications will be reviewed and forwarded to the Iowa Transportation Commission for a funding commitment decision within a reasonable period of time after the application deadline. An application considered but not funded in one cycle must be updated and re-submitted by the applicant if it is to be considered in a subsequent cycle.
11. Applications for Competitive Rating funding will be evaluated on five factors. The following is a brief description of each of the factors.
 - A. **Development potential:** In assessing development potential, the Iowa DOT will consider the current status of, and potential for, the economic development associated with the RISE-funded roadway. Economic development includes business, industry, parks, and recreational or tourism activities.
 - B. **Economic impact:** In assessing economic impact, the Iowa DOT will consider the number of permanent direct and indirect "multiplier" jobs that will be created or retained, the number of visitors that will be attracted, the total capital investment, the amount of private participation in the roadway project, and the size of the development area served. Economic impact measures will be considered in proportion to the amount of RISE funds requested.

- C. **Local commitment and initiative:** In assessing local commitment and initiative, the Iowa DOT will consider what efforts have been made to plan for and attract economic development, whether or not arrangements have been made for non-roadway factors (such as zoning, utilities, and labor force training) critical to the success of the development, the amount of local participation in the roadway project, and whether the applicant has used available marketing services, such as the Iowa Department of Economic Development's Community Economic Preparedness Program and Community Quick Reference Guide.
- D. **Transportation need:** In assessing transportation need, the Iowa DOT will consider the information included in local plans or programs, and the distance of the city or county from the interstate system and other major highways.
- E. **Area economic need:** In assessing economic need, the Iowa DOT will consider recent changes in local population and employment, the level of unemployment, and the local tax effort compared with the local tax capacity. No information is required from the application concerning area economic need.

REQUIRED DOCUMENTATION

The following documents must be attached to the application form. In the upper right corner of each documentation, please write the letter (shown below) that the document supports.

- A. ~~A narrative describing the proposed total economic development and stating how the RISE-funded roadway project will support the development.~~
- B. A resolution approved by the local government. The resolution must:
 - a. Endorse the project.
 - b. State the roadway involved in the project is currently or will be dedicated to public use.
 - c. State the proposed jurisdictional responsibility for the new or improved roadway, and state that the roadway will be adequately maintained.

Note: If a joint application is submitted, resolutions from all participating local governments shall be included in the application submitted by the lead agency. The additional resolutions must address items a, d, and e (stated above) as they pertain to the roadway project in their jurisdiction.
- C. A narrative assessing existing conditions, outlining the concept of the proposed roadway project, and providing adequate transportation justification. ("Transportation justification" is defined in the Administrative Rules.) The narrative must show that the concept is reasonable from a transportation engineering standpoint.
- D. An area map identifying the location of the roadway project, and showing the environs. The map should be approximately to scale and should show existing corporate limits, subdivision boundaries, zoning, land use, and utilities. If the subdivision has not yet been recorded, a preliminary plat will also need to be included to illustrate the proposed land development.
- E. A sketch plan of the roadway project with sufficient detail to allow preliminary cost estimates to be made.
- F. A time schedule for the roadway project, and other development as appropriate. It is up to the applicant to identify the time schedule and be able to maintain it.
- G. If applicable, a letter of commitment from the business or developer if the applicant has indicated that a firm commitment exists or negotiations are underway for a new economic development, or expansion or retention of an existing development. (The resolution from the local government may contain a statement certifying the existence of a commitment or negotiations if it is considered necessary to withhold the name of the business or developer.)
- H. An itemized breakdown of total roadway project costs; the attached form must be used. If more than one jurisdiction is involved, a separate breakdown must be included for costs incurred in each jurisdiction.
- I. If applicable, each business to be directly assisted by the economic development project must prepare a narrative discussing the associated economic development and jobs.
- J. Documentation that the proposed roadway project and economic development are consistent with any regional or metropolitan area long-range transportation plans in effect for the RISE project location. This can be fulfilled by a letter(s) from the regional or metropolitan planning organization(s).

K. If applicable, a narrative should be included if the project involves the remediation or redevelopment of a brownfield site.

L. If applicable, when applying for a certified site assistance, certification from the Iowa Economic Development Authority shall be included as verification that the site has been officially declared an Iowa Certified Site. If the applicant has applied to the IEDA and certification is pending, provide a narrative detailing 1) when the application was submitted to IEDA, 2) the status of the application (phase of certification process, information not yet provided to the IEDA, etc.), and 3) an estimated timeline for when certification by the IEDA is expected.

M. Minority Impact Statement completed and signed.

The general instructions (above) are for your information only and do not need to be returned with your completed application.

Submit the application and all attachments to:

RISE Program: Competitive Rating
Systems Planning Bureau
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

If you have any questions, please call 515-239-1664.

IOWADOT

APPLICATION INSTRUCTIONS FOR RISE: COMPETITIVE RATING FUNDING for Local Development Projects

GENERAL INFORMATION

Applicant Name (City or County of) Woodbury County

Contact Person (Name and Title) Laura Sievers, PE, Woodbury County Engineer

Street Address and/or Box Number 759 E. Frontage Road

City Moville State Iowa ZIP Code 51039

Telephone Number 712-873-3215 E-mail lsievers@woodburycountyiowa.gov

If more than one agency or organization is involved in this project, please state the highway authority, contact person, mailing address, and telephone number of the second agency. (Attach an additional page if more than two agencies are involved.)

City or County of _____

Contact Person (Name and Title) _____

Street Address and/or Box Number _____

City _____ State _____ ZIP Code _____

Telephone Number _____ E-mail _____

Project Title Southbridge

Please complete the following:

The proposed project is on a:

- City Street. Secondary Road. Primary Road.

(Length of Project in feet: _____)

If a Primary Road is involved, indicate the desired RISE funding source.

- City County State

- The proposed project involves: Development of a new road.
 Improvement of an existing road.
 Both

Has any part of this Development or Roadway Project been started? If yes, please explain: Yes No

Right of way acquisition is underway. Design is a 50% level.

Is the development area an Iowa Certified Site? Yes No Date Certified: May 2019

Is the development area an Iowa Certified Site? Yes No

Has an application been submitted to the IEDA for the development area to be reviewed and certified as an Iowa Certified Site? Yes No Date Submitted: _____

This application is for RISE funding as a: Loan. Grant. Combination.

If this application is for a loan or combination loan and grant, please state the proposed terms of repayment (include the amount of principal to be repaid, proposed interest rate, length of repayment, etc.).

If this application is for funding for two or three program years, please specify the amount of funding requested for each year.

First Year \$ _____ Second Year \$ _____ Third Year \$ _____

PROJECT INVESTMENT INFORMATION

Estimated Total Capital Investment

("Total capital investment" is defined in the Administrative Rules. Please attach a breakdown by major item, such as land, improvements to land, buildings, equipment, and utilities. The cost of the roadway project, excluding RISE funds requested, should be included in these figures.)

Private Investment	\$ 0.00
Public Investment	\$ 8,336,822
Total Cost of Roadway Project	\$ 8,336,822
RISE Funds requested for Roadway Project	\$ 8,336,822

List below the source and amount of the matching funds available for the roadway project (assured or anticipated).

	Source	Amount	Assured?
1.	Iowa Department of Transportation - traffic signals	\$819,000	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2.	Surface Transportation Block Grant (STBG) MPO	\$2,030,000	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3.	Iowa Department of Transportation - ROW	\$1,000,000	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
4.			<input type="checkbox"/> Yes <input type="checkbox"/> No

DEVELOPMENT POTENTIAL INFORMATION

- This roadway project involves:
- Attracting a new development.
 - Expanding an existing development.
 - Retaining an existing development.
 - Improving access to an existing development.
 - Other (specify) _____

Please identify the type(s) of development to be supported with the RISE project. (Be as specific as possible.)

Industrial parks in Sioux City and Sergeant Bluff including power plants, utility manufacturers, and solar farms

Does the roadway project involve relocation of economic activity from elsewhere in Iowa? Yes No

If yes, please explain.

What is the status of the economic development or activity to be supported by the RISE-funded roadway?

(Please check the appropriate answer(s).)

- Applicant has a firm commitment for a new economic development, or expansion or retention of an existing development. (See required documentation - Item G.)
- Applicant is negotiating with a specific firm(s) concerning a location, expansion, or retention decision. (See required documentation - Item G.)
- Development area is an Iowa Certified Site. (See required documentation - Item L.)
- Applicant has applied to IEDA for the development area to be reviewed and certified as an Iowa Certified Site and certification is pending. (See required documentation - Item L.)
- Negotiations are not underway, but applicant is seeking a specific type(s) of economic development for the site.
- Applicant is preparing or improving access to a site where future, unspecified development can occur.
- Applicant is improving access to an existing development that has no immediate plans for expansion.
- Other (please describe). _____

DEVELOPMENT POTENTIAL INFORMATION (continued)

Please estimate the number of permanent, direct jobs created and/or retained as a result of this project. (These numbers should not include construction or indirect "multiplier" jobs.)

Total Direct Jobs Created 13,142

Initial Jobs (within the first three years) _____
 Other Future Jobs (beyond first three years) 13,142

Total Direct Jobs Retained _____

If this roadway project supports a tourism or recreational development, please estimate the amount of visitors.

	Current	Estimated Increase
Overnight Visitors		
Day Visitors from 100 or more miles away		
Day Visitors from less than 100 miles away		

Please estimate the number of acres (by type of development) that will be directly served by the RISE-funded roadway.

Type of Development Served	Acres Currently Developed	Total Usable Acres
Industrial/Manufacturing	2,500	10,000
Commercial/Office/Retail/Wholesale		
Park/Tourist/Recreational		
Other		
Unknown		

LOCAL COMMITMENT AND INITIATIVE INFORMATION

Please indicate whether the following non-roadway factors intrinsic to the success of the development are in place:

	Yes	No
Land Assembled and Available for Sale or Lease	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Zoning Suitable for Proposed Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sanitary Sewer	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sewage Treatment Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Storm Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Electricity	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gas	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Permits (if applicable)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Labor Force Training (if applicable)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Transit, Ride Share availability (for projects expecting 50+ employees)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rail Service (if applicable)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (Please describe.) _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If "No" is checked for any of the above, please describe what arrangements are being made for providing land, utility or other necessary services.

Please describe what economic development/marketing activities the applicant has been involved in within the recent past. For example, state whether the applicant has a local economic development organization or belongs to an area economic development organization. If so, state the name, address and contact person for each group. Also, describe the activities and accomplishments of the organization(s) such as the number of firms contacted, the volume of promotional materials mailed, the number of jobs or visitors attracted, and the number of dollars invested.

Working with Sioux City and the Siouxland Initiative, Woodbury County constructed a new road to the new \$2.4 billion CF Industries Plant west of the interchange site in 2014. The county used RISE funds to reconstruct Port Neal Circle (2017) to support the construction of a new \$100 million soy oil refinery at the existing AGP plant southwest of the interchange. Gelita also recently expanded along Port Neal Road with a new \$28 million collagen plant expansion utilizing the improved corridor. Working through Sioux City, RISE investment improved roads to Sabre Industries' new galvanizing facility as an onsite expansion in 2022 and to a new Cold Link Logistics plant in 2024.

TRANSPORTATION NEED INFORMATION

Is the need for the roadway improvement identified by local plans, capital improvement programs, or other adopted local priorities? *(Please explain.)*

The need for the interchange was identified when it became part of the long-range transportation improvement plan for SIMPCO in 2005. It remains an important project in the latest plan version. The county completed and received approval of an IJR for the new interchange site. The county has signed a preconstruction agreement with Iowa DOT for design of the interchange and approach roads and the acquisition of needed right of way. Design is at the 50% level and the project is on schedule for a planned January 2026 letting. Woodbury County and the cities of Sergeant Bluff and Sioux City have also entered into a development agreement for the buildout around the interchange site upon completion of the project.

DOCUMENT INFORMATION

The following documents must be attached to this application. In the upper right-hand corner of each document, write the letter (shown below) which the document supports. *(Please refer to the general instructions for an explanation of each item.)*

Please check that the following items are attached:

- A. A **NARRATIVE** describing the proposed total economic development and how the RISE project will support the development.
- B. A **RESOLUTION** or resolutions approved by the participating local governments.
- C. A **NARRATIVE** assessing existing conditions, outlining the proposed concept of the roadway project, and providing adequate transportation justification.
- D. A **MAP** identifying the location of the roadway project; a plat and zoning map of the proposed land development.
- E. A **SKETCH PLAN** of the project.
- F. A **TIME SCHEDULE** for the roadway project, and other development as appropriate.
- G. A **LETTER OF COMMITMENT** from the business or developer if the applicant indicates a firm commitment exists or negotiations are underway (if applicable).
- H. An **ITEMIZED BREAKDOWN** of total roadway project costs. The attached form must be used.
- I. A **NARRATIVE** describing the associated economic development and jobs (if applicable).
- J. **DOCUMENTATION** that the proposed road project and economic development are consistent with any regional or metropolitan area long-range transportation plans in effect for the RISE project location.
- K. A **NARRATIVE** if the project involves the remediation or redevelopment of a brownfield site (if applicable).
- L. A **LETTER OF CERTIFICATION** from the Iowa Economic Development Authority declaring the development area is an Iowa Certified Site or a **NARRATIVE** of certification status (if applicable).
- M. **MINORITY IMPACT STATEMENT** completed and signed.

DOCUMENT INFORMATION (Continued)

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local governments to assume responsibility for adequate maintenance of any new or improved city streets or secondary roads.

I hereby certify, under penalty of perjury, that any award of RISE funds; any subsequent letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials therefore; shall not involve direct or indirect interest, prohibited by Iowa Code 15A.2, 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of RISE funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of RISE funding and authorize a complete recovery of any funds previously disbursed.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the department is required prior to the authorization of funds.

Representing the Woodbury County Engineer

Name of Applicant's Governing Authority

Signed

Signature in Ink
Laura Sievers, PE, Woodbury County Engineer

Typed Name and Title

Date
January 31, 2025

Date

Attested

Signature in Ink

Typed Name and Title

Date

Date

RISE LOCAL DEVELOPMENT APPLICATION ROAD PROJECT-ELIGIBLE AND INELIGIBLE ITEMS

Examples of RISE-Eligible Items

Storm sewer (*RISE-eligible costs include the cost of construction of longitudinal and outlet storm sewers made necessary by highway construction, in the proportion that the right of way bears to the total drainage area to be served by the proposed sewers.*)

Right-of-Way and appraisal costs (*Based on current market value; a qualified appraisal acceptable to the Iowa DOT's Right-of-Way Bureau will be requested for approved projects.*)

Apron	Hot-mix asphalt, intermediate course
Backfill	Hot-mix asphalt, surface course
Cleaning and preparation of base	Intake
Clearing and grubbing	Manhole
Concrete pipe culvert	Primer and tack coat bitumen incidental Portland cement concrete
Contingency	Removal of pavement
Corrugated metal pipe culvert	Removal of existing structures
Earth shoulder finishing	Removal of drives
Engineering, legal, administration	Removal of sidewalk (if an integral part of the roadway)
Excavation	Rolled stone base
Granular surfacing of road	Seeding
Granular surfacing of shoulders	Stabilized shoulder finishing
Guardrail	Traffic control
Hot-mix asphalt, base	

Examples of Ineligible RISE Items

Storm sewer beyond the amount needed to drain the roadway.

Any preapplication costs (*except qualifying advance right of way costs to protect or preserve a project corridor. Written approval from the Iowa DOT must be obtained prior to advance right of way purchase.*)

Donated right of way
General government expenses and expenses associated with the provision of any public service
Lighting energy and maintenance costs
Lighting, except as an integral part of the roadway
Nonroadway transportation expenditures
Overhead and operating costs associated with eligible project activities
Parking expenditures
Pavement marking and traffic signs, except as an integral part of the roadway
Purchase of furnishings, construction equipment, and personal property
Routine roadway, bridge, and culvert maintenance
Sanitary sewers
Sidewalks, bicycle paths, and railroad-highway crossings, except when replacing or an integral part of the roadway
Traffic signalization, except as in integral part of a roadway project
Water mains
Winter roadway and bridge maintenance

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique positive impact on minority persons.

Describe the positive impact expected from this project.

Original projections showed that over 6,000 jobs would be created as a result of buildout from the industrial parks surrounding the proposed interchange and new local roads. Many employers in this area do not require a college diploma and actively seek to recruit from the nearby talent pool. The necessary freight access that will then create a variety of jobs for those in the disadvantaged and underserved communities. Currently, Sioux City Bus Transit Route 11 serves the Project area and will continue to do so through construction with no service interruptions. The final design will be crafted in conformance Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (504). Upon completion of the Project, the cities, Woodbury County, and Iowa DOT will continue to reevaluate the new travel patterns to serve all people to the greatest extent possible, which could include new/modified/expanded rural transit routes or other innovative pick-up service with partners like Siouxland Regional Transit System.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies could have a disproportionate or unique negative impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Laura Sievers, PE

Title Woodbury County Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

A. Narrative

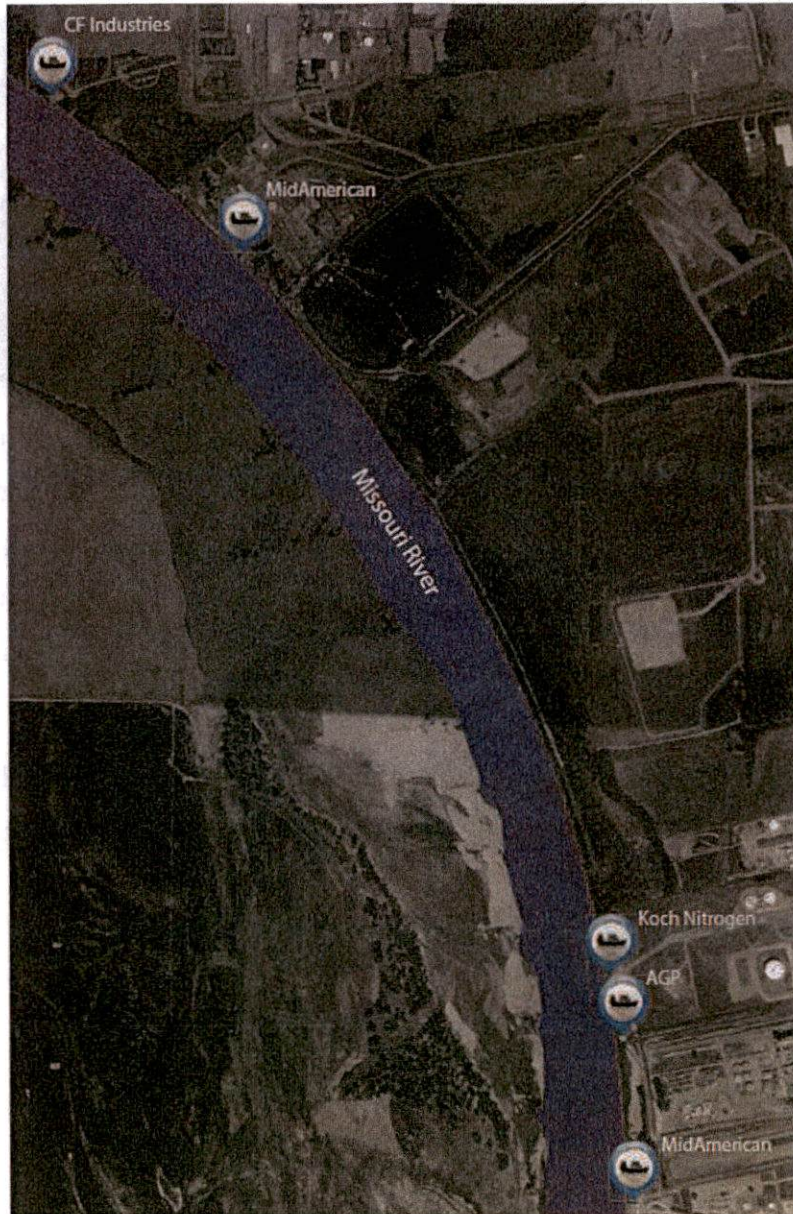
The I-29 Southbridge project is recognized as priority by local, regional, and statewide residents, illustrated by the letters of support and level of local investment to obtain approvals as well as level of design complete for potential funding. The I-29 Southbridge Project has been part of the long-term planning vision for Woodbury County, the Cities of Sioux City and Sergeant Bluff, and the Siouxland Interstate Metropolitan Planning Council (SIMPCO) since 2005, to support planned workforce housing and industrial development south of Sioux Gateway Airport in the southern portion of the Sioux City metropolitan area. In 2005, the City of Sioux City included a proposed interchange in their *2005 Comprehensive Plan*, and SIMPCO, in parallel, approved an amendment to its Long-Range Transportation Plan (LRTP) to include a new interchange on I-29 near mile marker 140. In partnership with the Sioux City and SIMPCO, Woodbury County included the interchange in *Planning for 2025: The Woodbury County General Development Plan* and carried this vision forward with Woodbury County's *Envision 2050* plan, published in 2015. Since this time, Woodbury County, the City of Sioux City, and the City of Sergeant Bluff have partnered to foster development and bring heavier industries, better paying jobs, and the opportunity for wealth creation to the area. The planned development and opportunities are focused on two primary development areas: the Southbridge Business Park, located south of the Sioux Gateway Airport, and the Sergeant Bluff Industrial Park, located north of the Project site at the southern edge of Sergeant Bluff. [Southbridge Business Park on Vimeo](#)

The I-29 Southbridge Project is in the heart of an emerging industrial hub, less than two miles from the Sioux Gateway Airport, three miles from the navigable Missouri River, and directly adjacent to the Union Pacific rail lines. These are all critical linkages that support freight efficiency.

Sioux City is served by three Class I railroads in addition to Class II and Class III rail lines. Union Pacific is the primary rail provider through the Southbridge Business Park. In 2015, Sioux City and Union Pacific completed a nearly \$8.5 million drop-and-pull rail yard and additional spur for Cold Link Storage. The yard contains three tracks with over 8,000 track feet of space for switching cars and assembling unit trains. A plan has been prepared for expansions of the rail infrastructure as industrial development grows further south. This significantly reduces shipping costs and increases freight mobility.



The Missouri River runs alongside the western edge of the Southbridge Business Park. Although there is currently no existing barge facility, with future land and business development, barge shipments may become a more viable and cost-effective transportation mode to complement truck freight movement. The closest existing barge facility is the Big Soo Terminal, located north of the airport. Complete with barge, interstate, and rail access, the Big Soo Terminal specializes in movement of dry bulk, fertilizers, grain, feed, and other commodities. The terminal operates six days a week to accommodate rail operations with Union Pacific which runs directly through their laydown yard. The project identifies existing businesses that could benefit from a barge facility operating along the Southbridge Business Park.



The Sioux Gateway airport is two miles north of the Project area. Largely used for commercial and military operations, the airport has an estimated economic impact of \$152 million with 717 on-site airport jobs and an additional 1,192 indirect job impact. Over the last three reported years, the airport has been in the top three for transporting the most cargo in the state of Iowa. The airport is also home to the Iowa Air National Guard's 185th Air Refueling Wing. Currently there are roughly 1,000 traditional and full-time military with another 300 air technicians and state contract employees. Freight connections can be made on the south side of the airport from Port Neal Road via the 235th Street interchange and provide a strategic route for National Guard movements.



An Environmental Assessment was approved with a Finding of No Significant Impact (FONSI) on May 6, 2020. The Project location is ideal to minimize impacts to wetlands, floodplains, farmland, noise and other resources that were evaluated. Overall, the Project avoids the fragmentation of lands with high conservation value. Aside from avoiding environmental impacts, the design will install environmental features in the corridor by adding native prairie plantings in the right-of-way to reduce herbicide use and help with drainage.

The RISE project application requests funding for the local secondary roads that connect Woodbury County, Sioux City, and Sergeant Bluff to the new interstate interchange.

WOODBURY COUNTY, IOWA

RESOLUTION NO. _____

**A RESOLUTION IN SUPPORT OF AND AUTHORIZING THE FILING OF
AN APPLICATION FOR RISE PROJECT FUNDING
WITH THE IOWA DEPARTMENT OF TRANSPORTATION**

WHEREAS, Woodbury County, the City of Sergeant Bluff, Iowa, the City of Sioux City, Iowa and the Iowa Department of Transportation have agreed to add a new I-29 interchange to enhance safety, economic impact, freight movement, and job creation; and

WHEREAS, Woodbury County has determined it necessary to extend a new public road to the new I-29 interchange that will connect the Southbridge Business Park in Sioux City, Iowa and the Sergeant Bluff Industrial Park in Sergeant Bluff, Iowa; and

WHEREAS, the new I-29 interchange will generate new traffic and new economic growth for existing businesses to expand and the new business parks in both Sioux City and Sergeant Bluff direct access to the interstate system; and

WHEREAS, the Iowa Department of Transportation administers the RISE program, which is designed to fund transportation improvements related to job creation; and

WHEREAS, RISE funding is essential in order for the county to make necessary transportation improvements and connections in the area; and

WHEREAS, Woodbury County is a duly recognized political subdivision of the State of Iowa acting under the laws of the State of Iowa; and

WHEREAS, the Board of Supervisors is the duly elected governing body of Woodbury County, Iowa; and

IT IS HEREBY RESOLVED by the Board of Supervisors of Woodbury County, Iowa as follows:

1. The Woodbury County Board of Supervisors is in full support of the opportunity to promote permanent job creation in Woodbury County and the related RISE program application.
2. The new road serving the new I-29 interchange will be dedicated to serve the public use.
3. Improvements to existing highways will not only serve the business parks but assist in creating a safer multimodal transportation system.
4. Woodbury County will assure that the RISE funded improvements will be adequately maintained according to the RISE program administrative rules.
5. Woodbury County will guarantee at least 20% of the funds for the Project from funds other than the RISE program.
6. County staff is authorized to prepare and file a RISE program application, and any materials deemed necessary.

SO RESOLVED on this 4th day of February 2025 by the Woodbury County Board of Supervisors.

Daniel A. Bittinger II, Chairperson

Matthew Ung, Member

Kent Carper, Member

David Dietrich, Member

Mark Nelson, Member

Recommended:

ATTEST:

Laura Sievers, PE Woodbury County Engineer

Michelle Skaff, Woodbury County Auditor

C. Narrative – Transportation Justification

The Project has documented safety benefits within the limits surrounding I-29 and 235th Street as well as the 1st Street and 260th Street interchanges, the two closest upstream and downstream from the Project location. Safety is a primary Project purpose because of the projected increases in freight and commuter activity in the surrounding area. The Project supports actions and activities identified in the National Roadway Safety Strategy by upgrading the existing unpaved roadway on 235th Street to a paved facility with pavement markings, dedicated turning lanes and signage.

The primary safety measure comes from reconstructing the rail crossing on the eastern limits of the Project area near Old Highway 75. The other crash reduction benefit comes from adding the diamond interchange at 235th Street.



Woodbury County, with support from Union Pacific Railroad and Iowa DOT, is adding a signalized rail crossing with pre-emption and automatic gates to prevent drivers from disregarding warnings.

The area surrounding the proposed interchange and rail crossing is rural, as evidenced by 235th Street currently operating as an unpaved road with no signalized protection (no flashers or gates) crossing at the rail tracks just west of Old Highway 75.

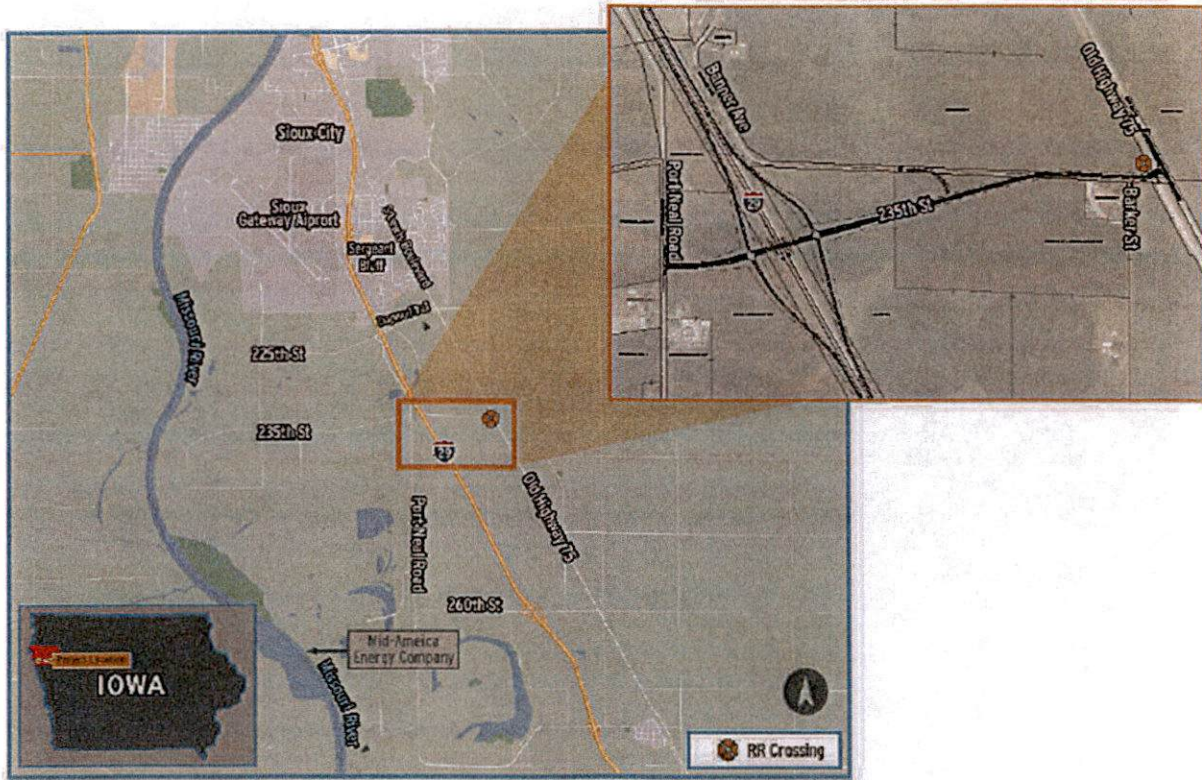
According to the Interchange Justification Report (IJR), an additional 1,470 daily vehicles are expected to travel on 235th Street east of the interchange, where the rail tracks are located. The Union Pacific Railroad may also see increases in freight movement around this area. Recently, rail spurs leading into the industrial parks to the west of I-29 have been added to accommodate freight demand with more on the way.

An IJR was completed and approved by the FHWA in 2022. The traffic analysis from the IJR shows that adding an interchange will provide a cumulative benefit to I-29 and the interchanges immediately to the north and south of 235th Street, resulting in reduced fatal and injury crashes by roughly one crash per year, which is significant considering the analysis area is rural.

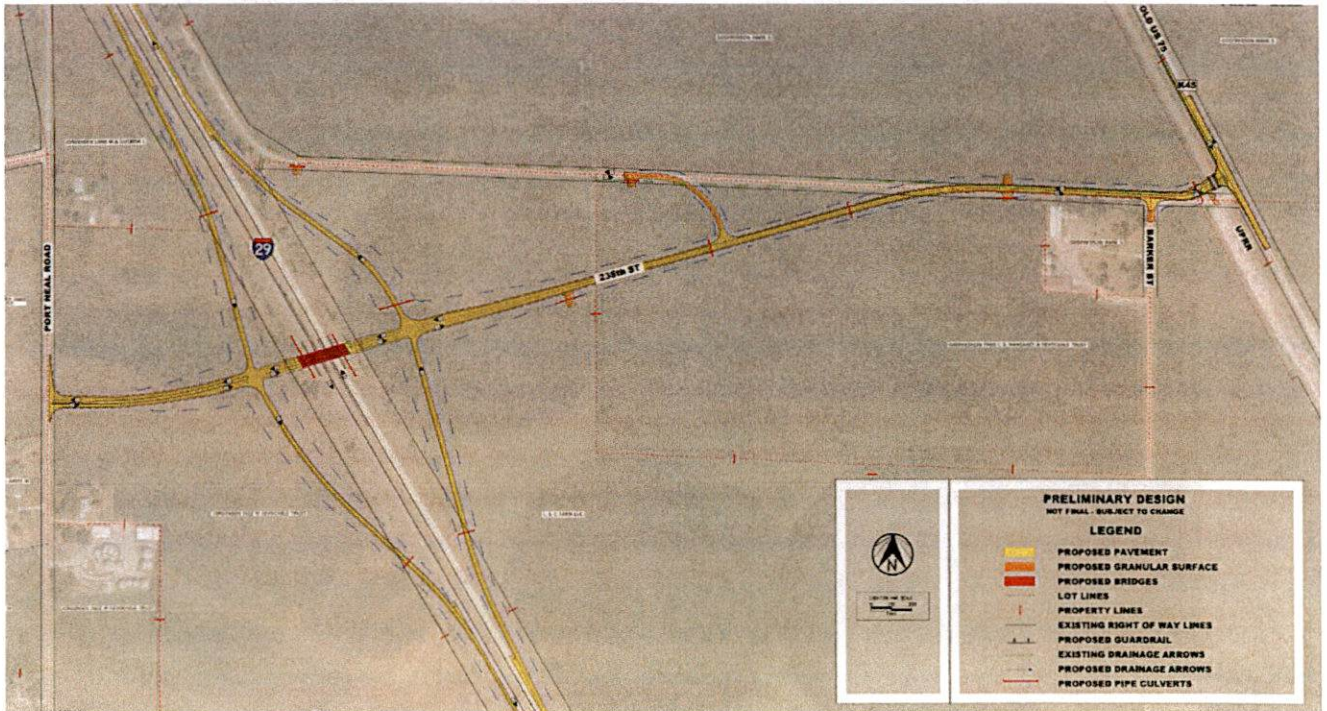
There are currently no existing active pedestrian transportation facilities within three miles of the proposed Project. Traffic analysis concluded that there would be limited benefits for adding bicycle or pedestrian facilities on 235th Street because there are no other existing networks to which the infrastructure would connect. As the residential development is constructed around the Project area, Woodbury County will collaborate with developers and city leadership to determine appropriate multimodal options that fit the needs of the rural community.

This project is being designed in cooperation with Iowa DOT District staff and the Iowa DOT Road Design staff in Ames. District staff is working with the county to provide enhancements to the project as the interchange is proposed to be a link in the Iowa Freight network with overpass bridge capacity and pavements in the area being increased in thickness and strength to serve heavier truck loads, including Superloads, which are becoming more prevalent in Iowa. Iowa DOT is picking up a portion of the construction costs.

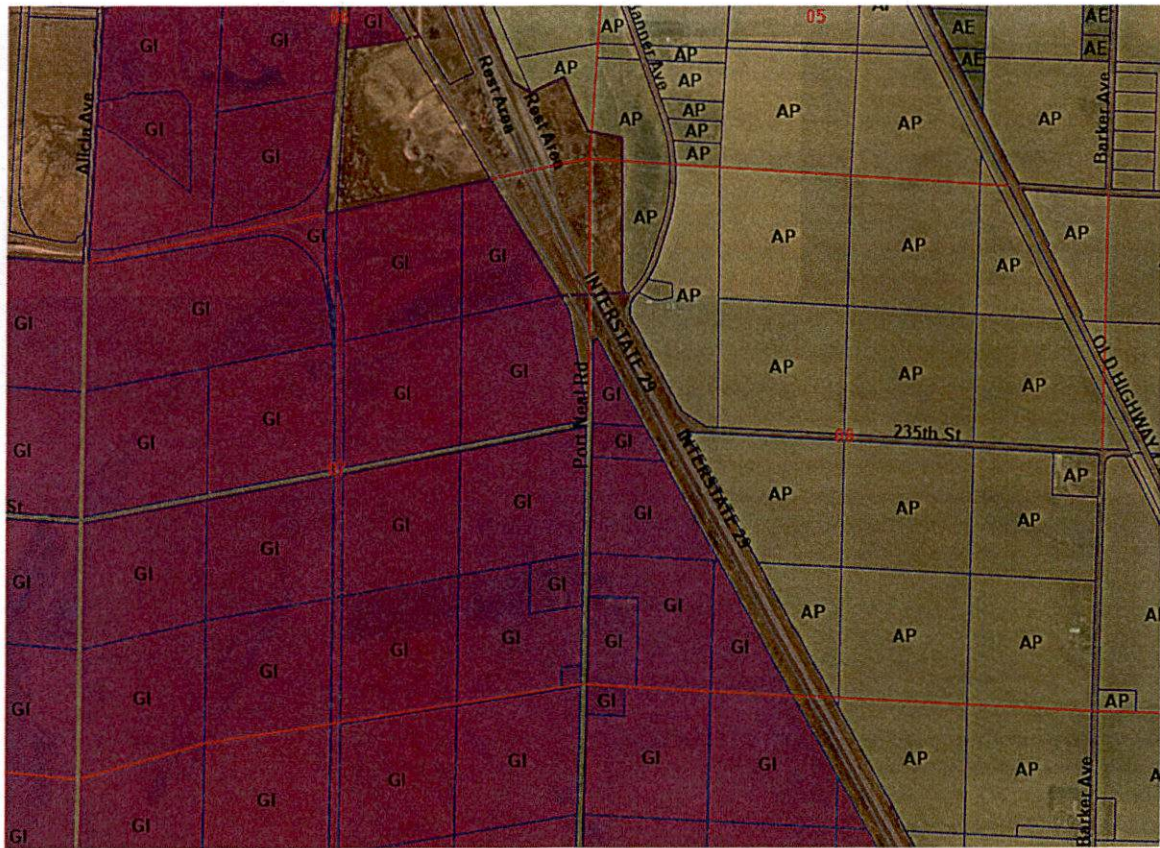
D. Location Map



Overview Map



Location Map

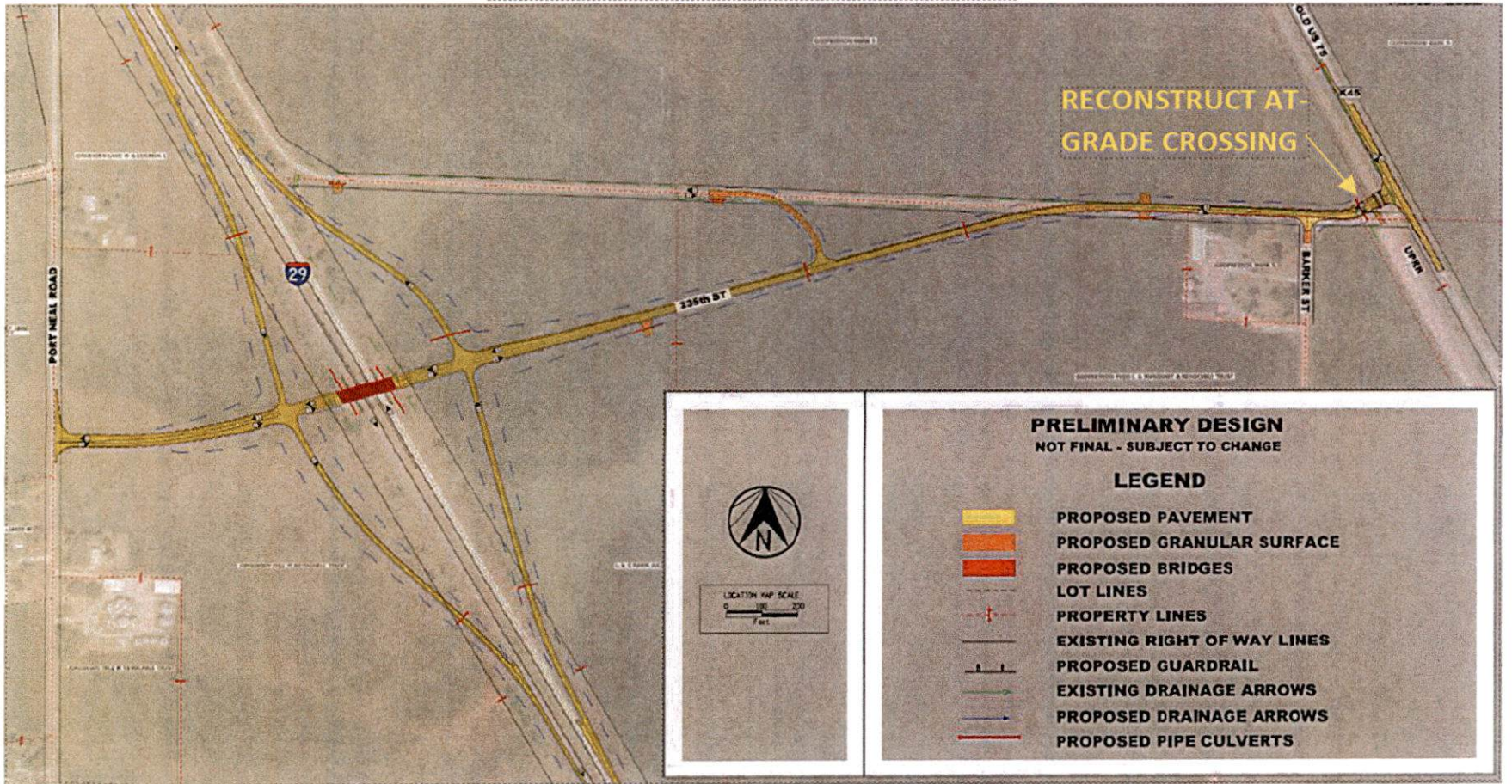


County Zoning map: GI is General Industrial. AP is Agricultural Preservation



Sioux City Zoning map

E. Sketch Plan



Source: Woodbury County

G. Letter of Commitment

At this time, the name is withheld for the future business development.

H. ESTIMATED PROJECT QUANTITIES

Item Code	Item	Unit	Quantity	Unit Price	Total Cost
2101-0850001	CLEARING AND GRUBBING	ACRE	18.613	\$2,220.94	\$41,338.36
2102-2625001	EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED	CY	77,200.000	\$10.67	\$823,724.00
2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	19,500.000	\$4.62	\$90,090.00
2102-5020010	OBLITERATE OLD ROADBED	STA	12.000	\$195.34	\$2,344.08
2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	19,000.000	\$5.73	\$108,870.00
2107-0875100	COMPACTION WITH MOISTURE CONTROL	CY	80,000.000	\$0.60	\$48,000.00
2112-0000100	WICK DRAIN	LF	13,500.000	\$3.14	\$42,390.00
2115-0100000	MODIFIED SUBBASE	CY	5,526.000	\$38.26	\$211,424.76
2121-7425010	GRANULAR SHOULDERS, TYPE A	TON	3,127.565	\$31.90	\$99,769.32
2122-5190095	PAVED SHOULDER, P.C. CONCRETE, 9.5 IN.	SY	4,358.000	\$53.10	\$231,409.80
2122-5191005	REINFORCED PAVED SHOULDER, CONCRETE BARRIER	SY	983.000	\$199.87	\$196,472.21
2301-1033070	STANDARD OR SLIP-FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 7 IN.	SY	900.000	\$47.84	\$43,056.00
2301-1033090	STANDARD OR SLIP-FORM PORTLAND CEMENT CONCRETE PAVEMENT, QM-C, CLASS 3 DURABILITY, 9 IN.	SY	6,020.000	\$70.69	\$425,553.80
2301-1033095	STANDARD OR SLIP-FORM PORTLAND CEMENT CONCRETE PAVEMENT, QM-C, CLASS 3 DURABILITY, 9.5 IN.	SY	17,010.000	\$76.41	\$1,299,734.10
2312-8260051	GRANULAR SURFACING ON ROAD, CLASS TON A CRUSHED STONE	TON	1,225.000	\$30.41	\$37,252.25
2416-0100018	APRONS, CONCRETE, 18 IN. DIA.	EACH	10.000	\$1,595.35	\$15,953.50
2416-0100024	APRONS, CONCRETE, 24 IN. DIA.	EACH	4.000	\$1,460.64	\$5,842.56
2416-0100030	APRONS, CONCRETE, 30 IN. DIA.	EACH	8.000	\$1,736.91	\$13,895.28
2416-1160018	CULVERT, CONCRETE ROADWAY PIPE, 18 IN. DIA.	LF	301.000	\$59.87	\$18,020.87
2416-1180024	CULVERT, CONCRETE ROADWAY PIPE, 24 IN. DIA.	LF	160.000	\$98.75	\$15,800.00
2416-1180030	CULVERT, CONCRETE ROADWAY PIPE, 30 IN. DIA.	LF	289.000	\$172.37	\$49,814.93
2432-0000100	MECHANICALLY STABILIZE EARTH RETAIN WALL	SF	17,500.000	\$64.17	\$1,122,975.00
2507-6800061	REVTMENT, CLASS E	TON	550.000	\$58.03	\$31,916.50
2510-6745850	REMOVAL OF PAVEMENT	SY	7,610.000	\$10.57	\$80,437.70
2414-6424120	CONCRETE OPEN RAILING	LF	2,210.000	\$120.00	\$265,200.00
2517-4225210	RAILROAD APPROACH SECTION, P.C.C.	SY	126.000	\$218.39	\$27,517.14
2520-3350015	FIELD OFFICE	EA	1.000	\$8,000.00	\$8,000.00
2526-8285000	CONSTRUCTION SURVEY	LS	1.000	\$40,000.00	\$40,000.00
2527-9263209	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED	STA	210.000	\$58.41	\$12,266.10
2528-8445110	TRAFFIC CONTROL	LS	1.000	\$400,000.00	\$400,000.00
2533-4980005	MOBILIZATION	EA	1.000	\$500,000.00	\$500,000.00
2551-0000230	PERMANENT CRASH CUSHION, SEVERE USE (SU)	EA	1.000	\$28,144.12	\$28,144.12
2595-0450079	RAILROAD PROTECTIVE LIABILITY INSURANCE FOR UNION PACIFIC RAILROAD CO.	LS	1.000	\$5,400.00	\$5,400.00
2595-0450079	RAILROAD SUBBALLAST, FURNISH AND PLACE	TON	16.000	\$65.00	\$1,040.00
2595-0450081	RAILROAD BALLAST	TON	15.000	\$70.00	\$1,050.00
2595-6470000	RAIL (RAILROAD)	TLF	80.000	\$350.00	\$28,000.00
2595-7400100	REMOVAL OF RAILROAD CROSSING	LS	1.000	\$27,000.00	\$27,000.00
2595-7400200	REMOVAL OF RAILROAD TRACK	TLF	32.000	\$35.00	\$1,120.00
2599-9999010	RAILROAD AT-GRADE WARNING DEVICES	LS	1.000	\$500,000.00	\$500,000.00
6000-2528010	RAILROAD FLAGGER	DAY	30.000	\$1,200.00	\$36,000.00
PCT_999	CONTINGENCY	%	20%	\$1,400,000.00	\$1,400,000.00
				TOTAL:	\$8,336,822.38

I. Narrative – Economic Development and Jobs

A primary purpose of the new interchange and enhanced rail crossing is to stimulate increases in economic development, freight movement, and job creation in the business parks surrounding the Project. Businesses have already started to locate into the area west of the proposed interchange, providing hundreds of jobs to the region. Sabre Industries – Connecting America’s Communities, a leading telecom and utility infrastructure supplier, and one of Siouxland’s largest employers with 500 employees, recently completed a \$25 million expansion in 2022 that added a galvanizing plant to their Sioux City location. This expansion created nearly 80 new jobs. Cold Link Logistics, which is a 190,000 square foot facility that specializes in cold storage warehousing, opened in 2023 with a \$60 million investment that resulted in 80 jobs. In summer 2024 they plan to expand 154,000 square feet and add an additional 39 jobs. Dayton Freight and Old Dominion Trucking have just recently constructed new facilities in the business park near Sabre Industries.

The new interchange will provide needed access for businesses who wish to take advantage of the freight multimodal options immediately surrounding the business parks. The two newest developments that have been heavily invested in by Woodbury County, Sioux City and Sergeant Bluff and are considered “project-ready” sites for businesses to move into.

Southbridge Business Park - The City of Sioux City has been developing the Southbridge Business Park since 2011 as a premier location for large-scale industrial and commercial projects. Located on the southern edge of the City of Sioux City, the business park encompasses nearly 10,000 acres of flat, developable land. An extensive planning effort by the City of Sioux City and its partners resulted in the annexation of approximately 400 acres for development. More than \$50 million has been invested in this site which has been certified through the IEDA Certified Sites Program. The certified sites program has rigorous requirements proving the site is shovel-ready, with utilities and infrastructure available and without encumbrances such as liens, environmental issues, and archaeological issues.

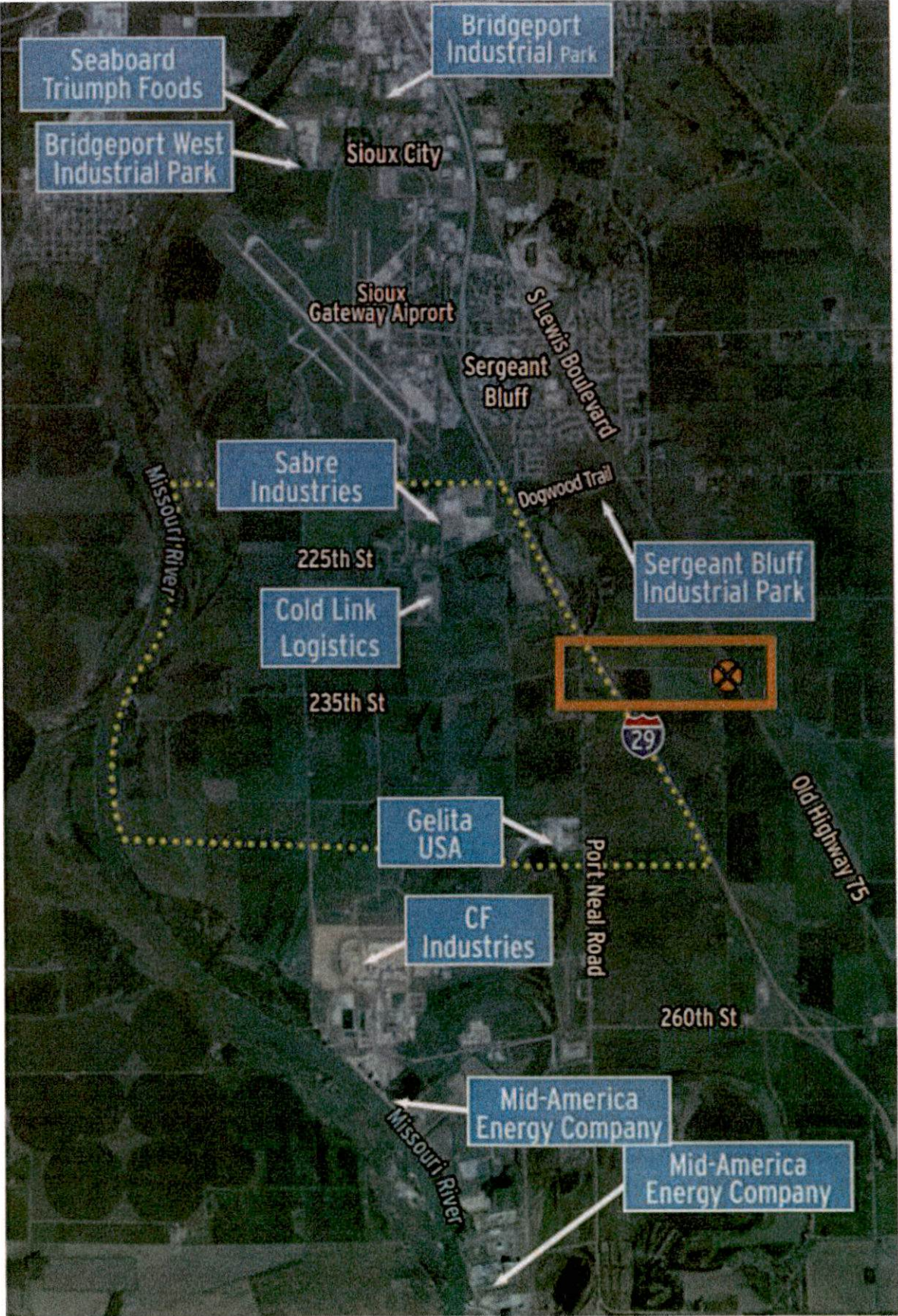
Development since 2011 includes the \$28 million Sabre Industries expansion, located north of 225th Street and west of I-29, and CF Industries expansion, west of Port Neal Road and County Road D51 (260th Street). CF Industries completed construction of a new dry granulated urea plant in 2016 to expand operations. A Mid-American Energy Company power plant is located southwest of Port Neal Circle. This plant received extensive emission control updates in recent years. Gelita USA is located west of Port Neal Road and north of County Road D51 (260th Street). In 2019, Gelita added a \$22 million addition to its plant for the production of collagen peptide nutritional additives which added 21 new jobs to the 250 jobs already at the plant. Several other smaller businesses have also developed in

Southbridge Business Park. A 4 MW solar farm was constructed by MidAmerican Energy in 2021 at the intersection of 260th Street and Port Neal Road with additional ground available for expansion of the facility.

A drop-and-pull rail yard was constructed on the Union Pacific Railroad spur line west of Port Neal Road and south of 225th Street; this was built by the City of Sioux City in 2016. The rail service will attract new industry to the Southbridge Business Park.

Approximately 7,500 acres of land within the Southbridge Business Park remains available for future growth and development.

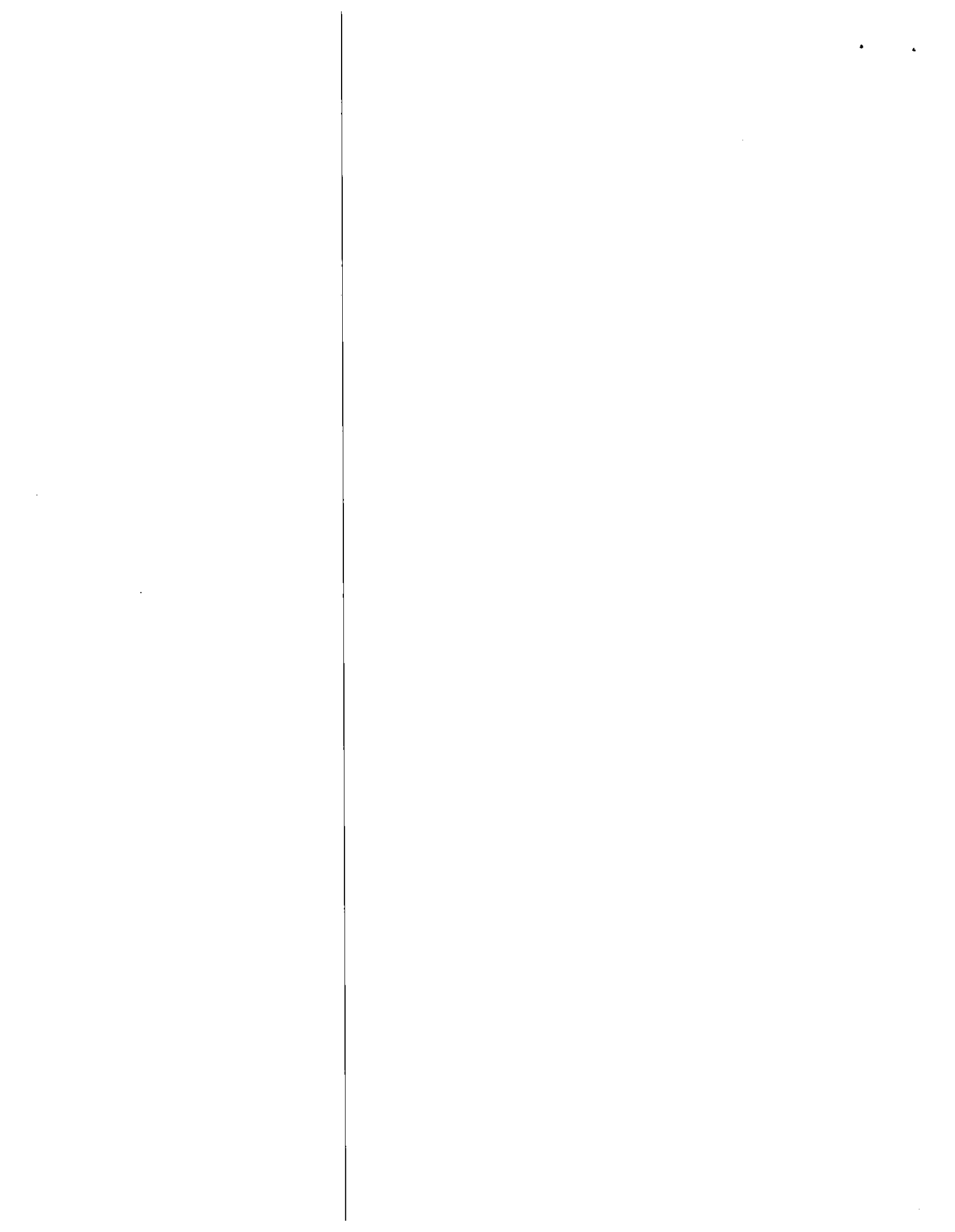
Sergeant Bluff Industrial Park - The Sergeant Bluff Industrial Park is located north and east of the Project area and consists of over 117 acres of available property. Development of the Sergeant Bluff Industrial Park is anticipated to generate 170 jobs. Utilities are in place to allow for businesses to quickly locate to the site. Estimates taken from SIMPCO and reported in the 2022 Interchange Justification Report originally projected a net increase of 6,227 new jobs between 2010 and 2050 in the Southbridge Business Park, Sergeant Bluff Industrial Park, and Bridgeport West Industrial Park (north of the airport). The projections were later increased by an additional 6,915 jobs, although a portion of these new jobs are expected north of the airport. These projections are dependent on an interchange at 235th Street.



J. Documentation

The Metropolitan Planning Organization (MPO) has been fully supportive of Woodbury County new roads that connect to the new I-29 interchange and the safety enhancements. This can be found on the website SIMPCO Long Range Plan: [simpco-2045-LRTP-Final-web.pdf](#) page 206

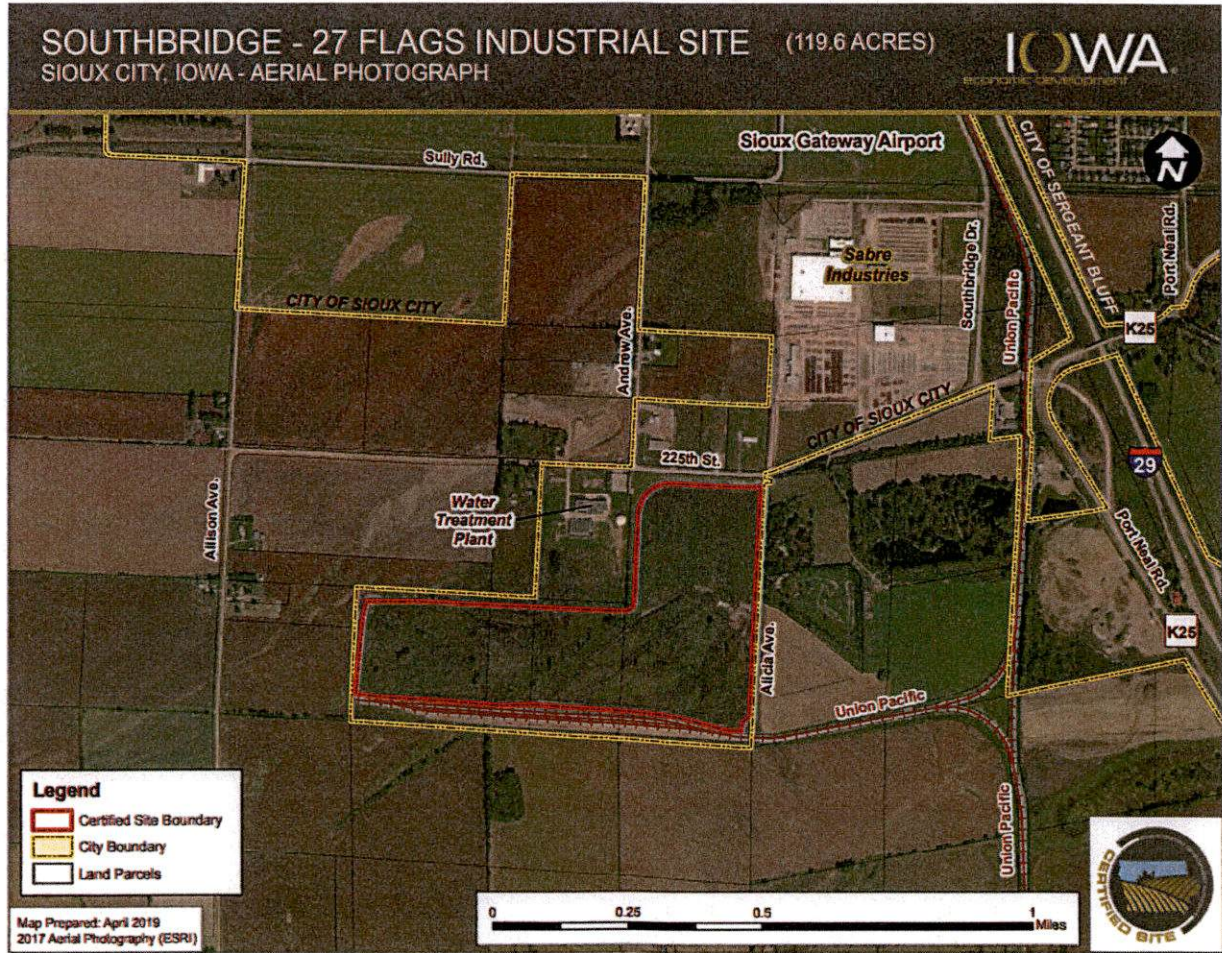
The SIMPCO Final Transportation Improvement Program (TIP) FY 2025-2028 has the project funding shown in the [Final SIMPCO MPO TIP FY 25-28.pdf](#) page 39.



K. Not applicable

L. Iowa Economic Development Authority Certified Site

The Southbridge site location: Southbridge - 27 Flags Certified Site



M. Minority Impact

Woodbury County, Sioux City, Sergeant Bluff and the Siouxland Interstate Metropolitan Planning Council (SIMPCO) are taking steps to improve the overall quality of life for the people living in the census tracts 35 and 36 through economic development.

The primary impact as a result of the I-29 Southbridge Project is to attract businesses with high-paying jobs that are available to those with a variety of skillsets, even those with limited educational attainment. According to ETC Explorer, approximately 25 percent of the population in Census Tract 35 is at or below 200 percent of the Federal poverty line. In Census Tract 36, it increases to over 46 percent. When both Tracts are combined, they rank in the 60th percentile for no high-school diploma.

Original projections showed that over 6,000 jobs would be created as a result of buildout from the industrial parks surrounding the proposed interchange. The number was then later revised to double that amount. Many employers in this area do not require a college diploma and actively seek to recruit from the nearby talent pool. As documented in Letters of Support, these employers have committed to continuing work training programs to help area residents in Census Tracts 35 and 36 to generate wealth.

The new proposed interchange provides the necessary freight access that will then create a variety of jobs for those in the disadvantaged and underserved communities.

Currently, Sioux City Bus Transit Route 11 serves the Project area and will continue to do so through construction with no service interruptions. As is the case in many rural communities, amenities that are common in urban settings, such as continuous sidewalks and connected bike/trail networks, are less prevalent given that access to jobs and opportunity can be miles away and only realistically accessible by vehicle or rural transit operations. The final design will be crafted in conformance Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (504). Upon completion of the Project, the cities, Woodbury County, and Iowa DOT will continue to reevaluate the new travel patterns to serve all people to the greatest extent possible, which could include new/modified/expanded rural transit routes or other innovative pick-up service with partners like Siouxland Regional Transit System.

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