



RESOLUTION # 4-5/22

TO: HONORABLE MEMBERS OF THE LA CROSSE COUNTY BOARD OF SUPERVISORS

**ITEM #** 5-21

**BOARD ACTION**

Adopted:

For: 27

Against: 0

Abstain: 0

Abs/Excd: 3

Vote Req: -

Other Action: -

**EXECUTIVE COMMITTEE ACTION**

Adopted:

For: 9

Against: 0

Abstain: 0

Abs/Excd: 0

**RE: CREATION OF THE STATISTICAL BOUNDARIES OF THE "NORTHERN GRAIN BELT PORT STATISTICAL AREA"**

**WHEREAS**, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

**WHEREAS**, the creation of the statistical boundaries of the Northern Grain Belt Port Statistical Area more accurately reflects the regional waterborne commerce activity and increased tonnage recorded by the Waterborne Commerce Statistics Center and the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center which ranks the Port Statistical Area among the Top 100 inland ports in the United States; and

**WHEREAS**, the creation of the Northern Grain Belt Port Statistical Area would better differentiate the Upper Mississippi River and Great Lakes Ports data in both Wisconsin and Minnesota and further support local economic development and regional transportation planning; and

**WHEREAS**, the creation of the Northern Grain Belt Port Statistical Area will provide the opportunity for marketing and investment in opportunities which could lead to job creation and economic growth for La Crosse County, Wisconsin; and

**NOW, THEREFORE BE IT RESOLVED**, that the La Crosse County Board supports the creation of the port statistical boundary of the Northern Grain Belt Port Statistical Area between the Upper Mississippi River Confluence with the St. Croix River and the Wisconsin River to include the entire riverfront of La Crosse County on the Upper Mississippi River. Said support extends to statistical data reporting purposes only and not to any waterways organization or further control of the Upper Mississippi River. In addition, the port statistical area designation does not impact any existing or future public port, terminal, or economic development authorities, nor does it require commitment of any county resources.

**FISCAL NOTE:** No cost to La Crosse County.

Date: 5/11/22

[Signature]

**COMMITTEE CHAIR**

Date: 5-11-22

[Signature]

**RECORDING CLERK**

	Reviewed Only	Recommended	Not Recommended
Co. Admin.			
Fin. Director	<u>[Signature]</u>	<u>[Signature]</u>	
Corp. Counsel			
Board Chair	<u>[Signature]</u>		

Requested By: MPO/Joint Board of Harbor Commissioners

Date Requested: April 6, 2022

Drafted By: Corporation Counsel

Adopted by the La Crosse County Board this 19 Day of May, 2022

STATE OF WISCONSIN  
COUNTY OF LA CROSSE

I, Ginny Dankmeyer, County Clerk of La Crosse County do hereby certify that this document is a true and correct copy of the original resolution required by law to be in my custody and which the County Board of Supervisors of La Crosse County adopted at a meeting held on the 19<sup>th</sup> day of May 2022.

[Signature]

Ginny Dankmeyer, La Crosse County Clerk

**LA CROSSE JOINT BOARD OF HARBOR COMMISSIONERS**  
**RESOLUTION 001**

**A resolution of and by the La Crosse Joint Board of Harbor Commissioners supporting the creation of the statistical boundaries of the Northern Grain Belt Port Statistical Area.**

WHEREAS, the collection of waterborne commerce statistics pertaining to rivers, harbors, and waterways and the compilation and publication of such data by the U.S. Army Corps of Engineers are required by federal law; and

WHEREAS, creation of the statistical boundaries of the Northern Grain Belt Port Statistical Area more accurately reflect the regional waterborne commerce activity and increase tonnage recorded by the Waterborne Commerce Statistics Center and the U.S. Army Corps of Engineers Navigation and Civil Works Decision Support Center, ranking the Port Statistical Area among the Top 100 inland ports in the United States further supporting local economic development and regional transportation planning; and

WHEREAS, creation of the Northern Grain Belt Port Statistical Area would better differentiate the Upper Mississippi River and Great Lakes Ports data in both Wisconsin and Minnesota; and

WHEREAS, the proposed creation of the statistical boundaries will provide the opportunity for marketing and investment opportunities which could lead to job creation and economic growth for La Crosse County, Wisconsin; and

NOW, THEREFORE BE IT RESOLVED that La Crosse Joint Board of Harbor Commissioners supports the port statistical boundary creation of the Northern Grain Belt Port Statistical Area between the Upper Mississippi River Confluence with the St. Croix River and the Wisconsin River to include the entire riverfront of La Crosse County on the Upper Mississippi River. Said support extends for statistical data reporting purposes only and not to any waterways organization or further control of the Upper Mississippi River, nor does the port statistical area designation impact any existing or future public port, terminal, or economic development authorities, nor does it require commitment of any county resources.

BE IT FURTHER RESOLVED that the La Crosse Joint Board of Harbor Commissioners supports the Mississippi River Regional Planning Commission leading the effort to coordinate support of Mississippi River Ports and Counties within the proposed boundaries of the Northern Grain Belt Port Statistical Area for the creation of said Port Statistical Area.

PASSED AND APPROVED THIS 19 DAY OF April, 2022

Adam Binsfeld  
Chair

Jaid Schweitzer  
Attest

MOTION by Schmidt / Scheller to approve resolution.

4 Aye (Gunderson, Hendrickson, Scheller, Schmidt), 0 No, 1 abstention (Binsfeld), 1 excused (Horstman), 3 absent (Neumann, Earp, Stimac), Motion carried.

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## **Proposed Northern Grain Belt Port Statistical Area**

*(Encompassing 11 Counties in Wisconsin and Minnesota adjacent to the Mississippi River)*

### **What is a Port Statistical Area (PSA)?**

A port statistical area (PSA) can be defined as *a geographical region on the coast or on a segment of waterway with a concentration of port infrastructure and/or barge terminals at its core and has close ties with nearby multi-modal transportation facilities*. Linear port statistical areas, such as the upper Mississippi, have been established in other areas of the country.

Additionally:

- PSAs are neither legally incorporated as a city or town nor are they legal administrative divisions like counties or separate government entities.
- Many PSAs have no single municipality holding a substantially dominant position and many include several counties.
- PSAs are defined by the Waterborne Commerce Statistical Center (WCSC).
- PSAs do not impact current or future port commissions, authorities or districts, and are only used by federal government agencies for statistical reporting purposes.
- PSAs do not have taxing or bonding authority.
- The main purpose of a PSA is to accurately report and capture transportation data.

### **Why is the Northern Grain Belt PSA is being proposed?**

The only Principal U.S. Inland Port on the Upper Mississippi (Marine Highway 35) north of Locks and Dam 10 is the St. Paul Port Authority, MN. The impact of no other federally recognized ports north of Locks and Dam 10 is that all the tonnage in the eleven-county bi-state (Minnesota and Wisconsin) area is not reported or attributed to a federally recognized port. The oversight under-represents the economic value (value of waterborne commerce) generated by the bi-state area above Locks and Dam 10 on the Mississippi River. The oversight also reduces opportunities for direct and indirect investment into the region's multi-modal transportation infrastructure and natural infrastructure.

Once the Northern Grain Belt PSA is established, it is anticipated to be a top 100 inland port (based on tonnage handled). This federal recognition of the Northern Grain Belt PSA will better represent the economic value generated by the bi-state region.

### **What are the benefits of being designated a Port Statistical Area?**

Benefits of being designated a Port Statistical Area include:

- Statistically represent the region as a federally recognized multi-modal port.
- Inform regional multi-modal transportation planning efforts.
- Support regional marketing and economic development efforts.
- Raise the area's profile to improve regional, national, and global visibility and competitiveness.
- Create a regional multi-modal transportation infrastructure identity.
- Support sustainability planning efforts.
- Serve the bi-state area and all communities (disadvantaged and economically distressed) as an economic development tool within the region.

Additionally:

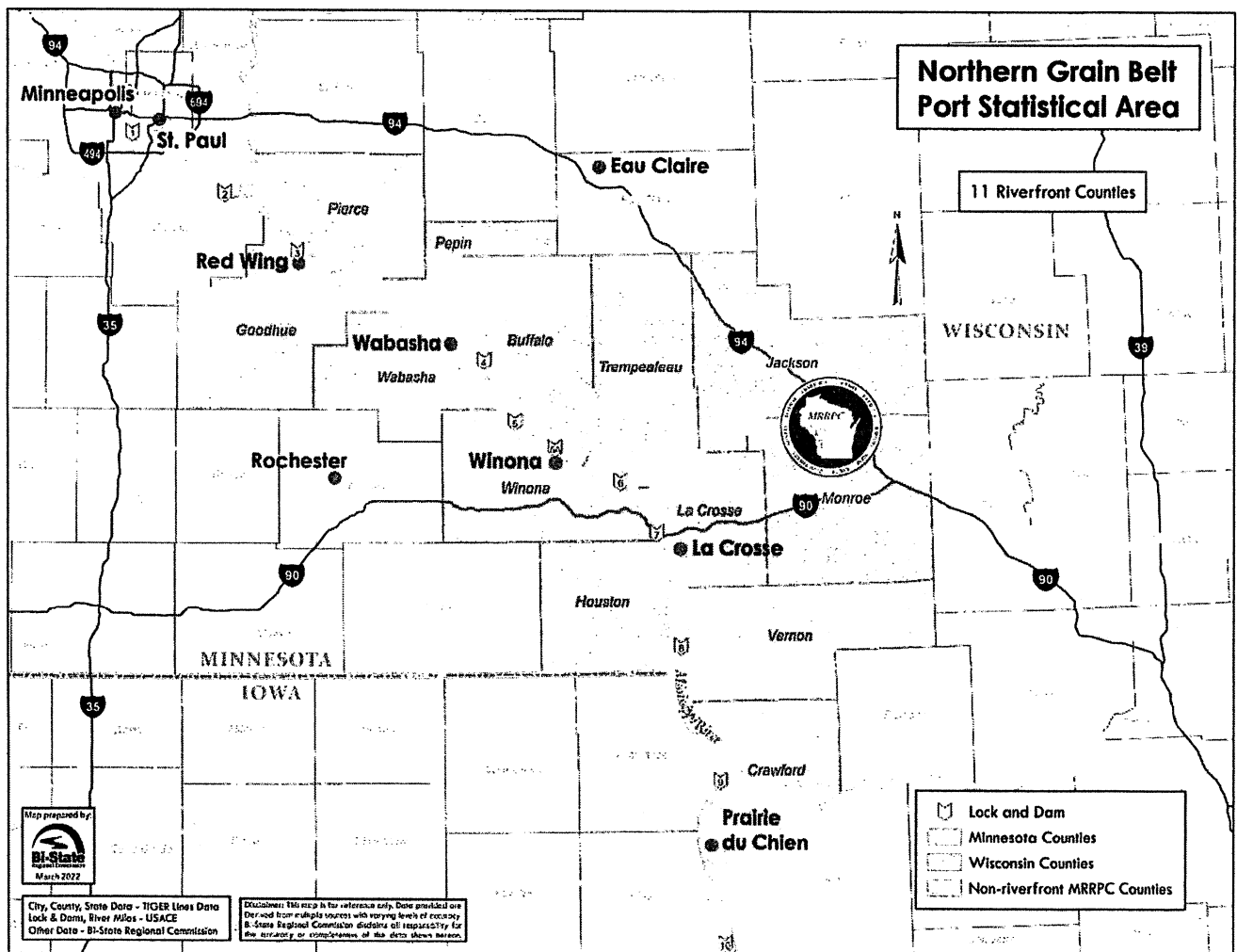
- The State of Wisconsin and Minnesota (DOTs) recognize and have expressed support for the Northern Grain Belt PSA.
  - The designation does not preclude or prevent other county economic, development or transportation arrangements and agreements.
  - Port Statistical Areas have been designated in counties adjacent to the Mississippi River in Iowa, Illinois, Kentucky, Missouri, and Ohio.
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**What is the process to become a Port Statistical Area?**

To be considered for designation of a PSA, an application must be submitted to the U.S. Waterborne Commerce Statistical Center by a non-federal sponsor. The Mississippi River Regional Planning Commission (regional planning organization for nine counties in western Wisconsin) has agreed to be the non-federal agency (lead agency) to apply for PSA designation. The Mississippi River Regional Planning Commission will coordinate support of counties and ports within the proposed boundaries of the Northern Grain Belt Port Statistical Area. At a minimum, the application is required to include resolutions of support from the eleven counties within the proposed Northern Grain Belt PSA. Additional letters of support or resolutions from ports, agencies and local governments is welcomed.

**What is being requested of counties in the effort to be designated the Northern Grain Belt Port Statistical Area?**

The only request of counties is the adoption of a resolution in support of creating the Northern Grain Belt Port Statistical Area. There is no financial support or commitment required from counties. Adopting a supporting resolution does not obligate the county to future financial obligations regarding the Northern Grain Belt PSA. A county resolution template is attached.



**For information on the proposed Northern Grain Belt PSA please contact:**

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Mississippi River Regional Planning Commission  
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