

# ***Northern Grain Belt (WI & MN)***

## ***Port Statistical Area***



# Problem(s)

Not all tonnage reported in Minnesota and Wisconsin are attributed to a federally recognized port – the value of waterborne commerce is underrepresented

Difficult to easily determine what is shipped on the Great Lakes vs. the Upper Mississippi River

You can not invest in, or environmentally mitigate for a port that does not exist

Our national and global supply chain information and data is not ideally represented in the region

***The Solution is Obvious***

# Relevant Facts

USACE Navigation and Civil Works DSC Data (Tons)

State	2018	2019	2020	Port Location	2018	2019	2020
MN	46.39	42.84	41.67	Silver Bay (Lake)	6.2	5.6	4.3
				Two Harbors (Lake)	17.2	16.9	13.5
				St. Paul (Inland)	<b>5.8</b>	<b>5</b>	<b>4.8</b>
MN - WI				Duluth-Superior (Lake)	35.1	33.7	25.1
WI	31.8	30	22.27				
				Milwaukee (Lake)		2.8	2.8
				Green Bay (Lake)		2.3	2
Total	78.19	72.84	63.94		64.3	66.3	52.5
<b>Not Attributed to a Port</b>					<b>13.89</b>	<b>5.7</b>	<b>11.47</b>

→ Ranked: #76



National Waterways Foundation (Inland Waterways)

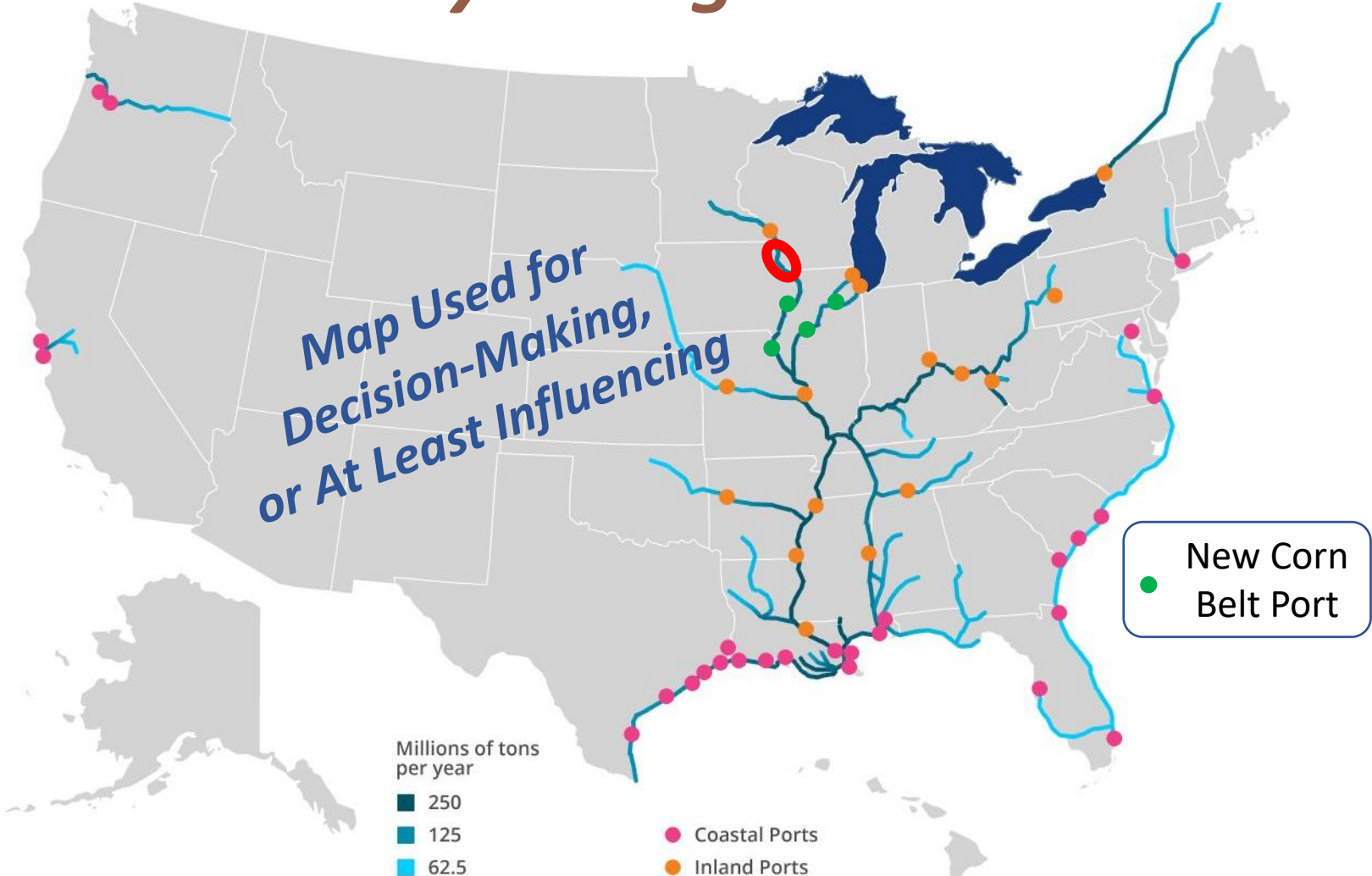
State	2018	2019	2020	Value of Freight
Wisconsin	3M			\$3.6 B
Minnesota	12M			\$3.2 B
Total	<b>15M</b>			

USACE (IMTS) Total Tonnage moved through Lock and Dam

Lock and Dam	2018	2019	2020
10	<b>14.6</b>	<b>14.6</b>	<b>16.8</b>



# Wisconsin is the Only State on the Mississippi River Today without a Federally Recognized Port



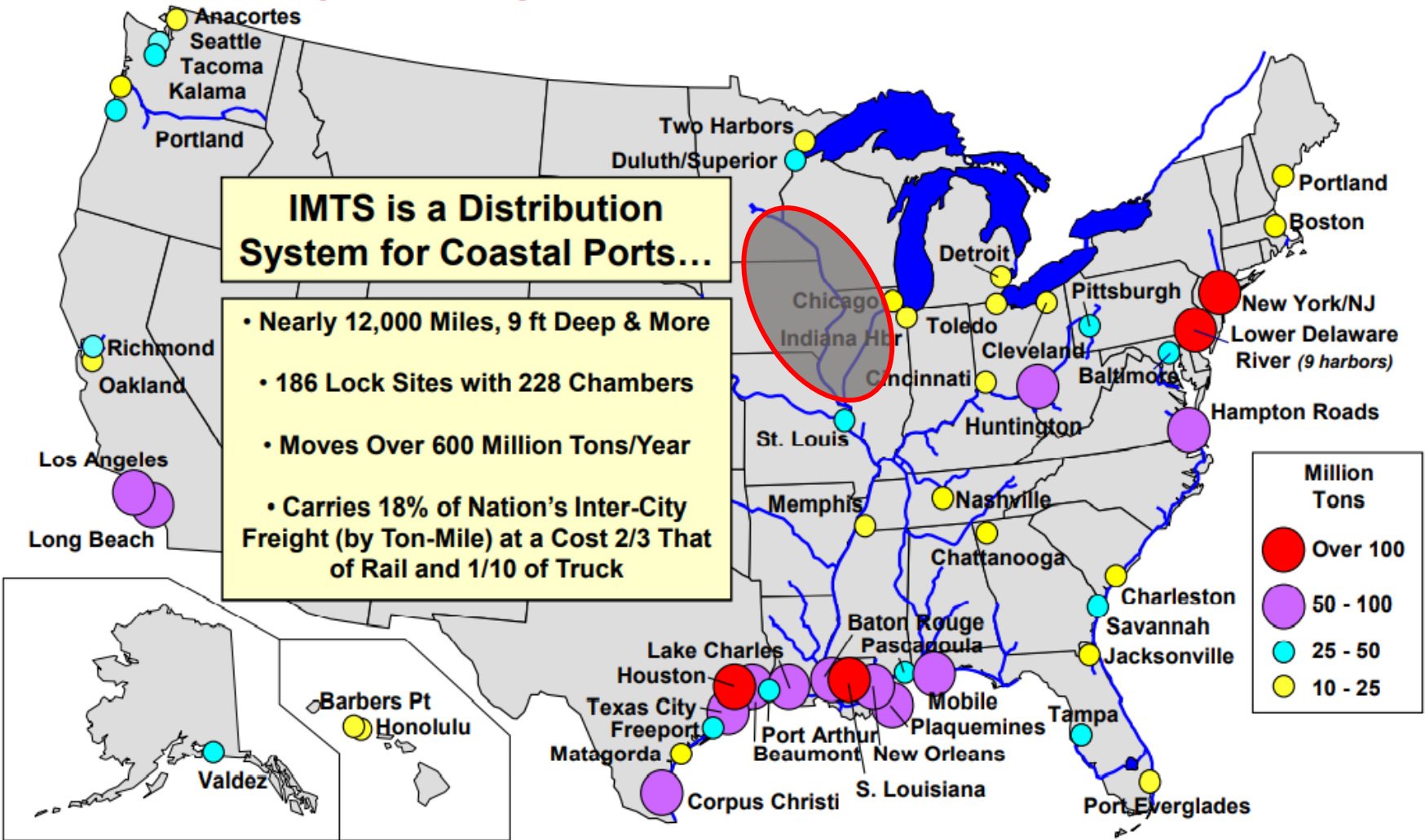
<https://www.infrastructurereportcard.org/inland-waterways/conditions-capacity/>



# A Port Shadow Zone

## The United States is a Maritime Nation

**Inland Marine Transportation System + Ports: Vital to US Trade and National Security**



# Pre-2020 Situation

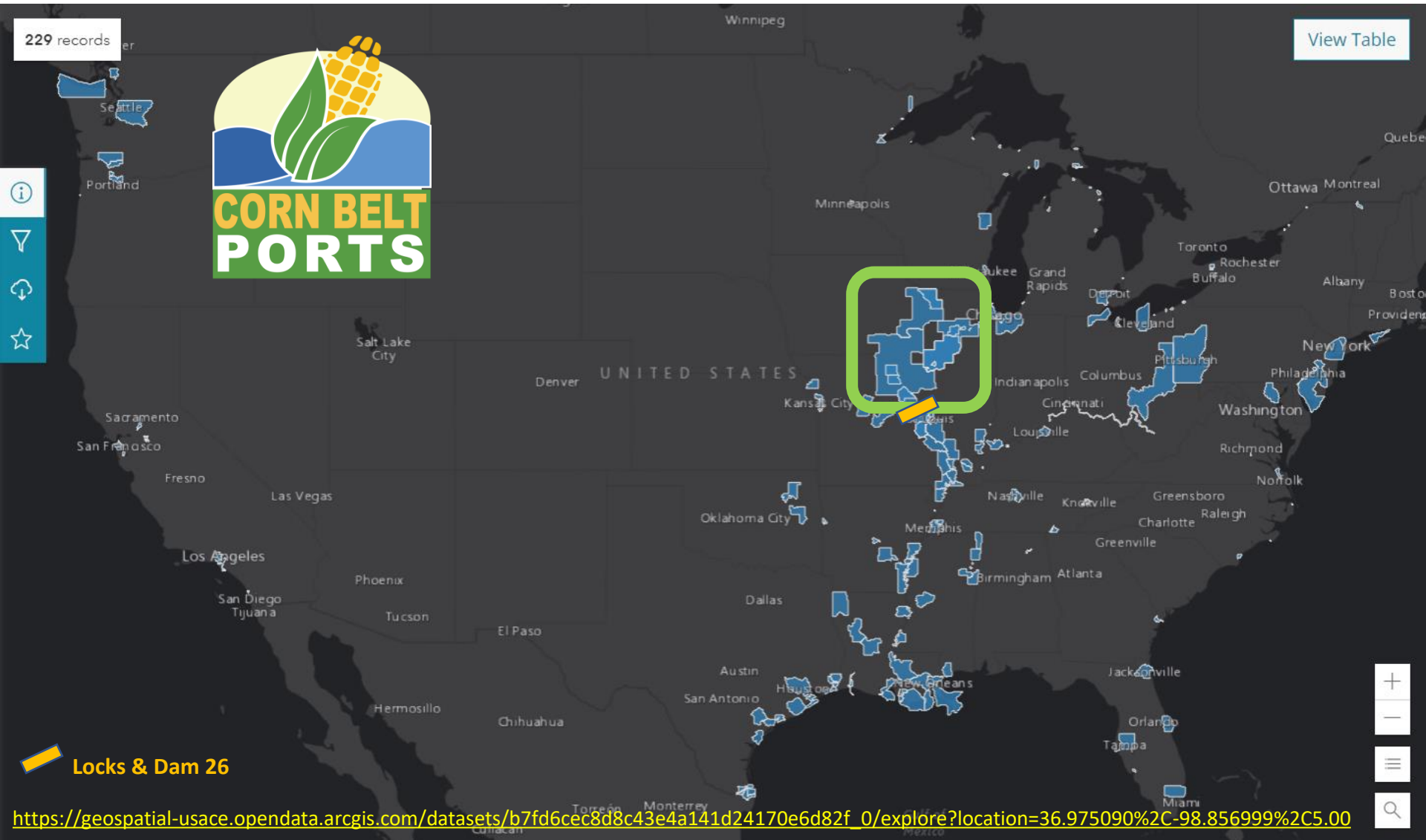
# Conspicuously Absent 2019

## *National Ports GIS Database Map*



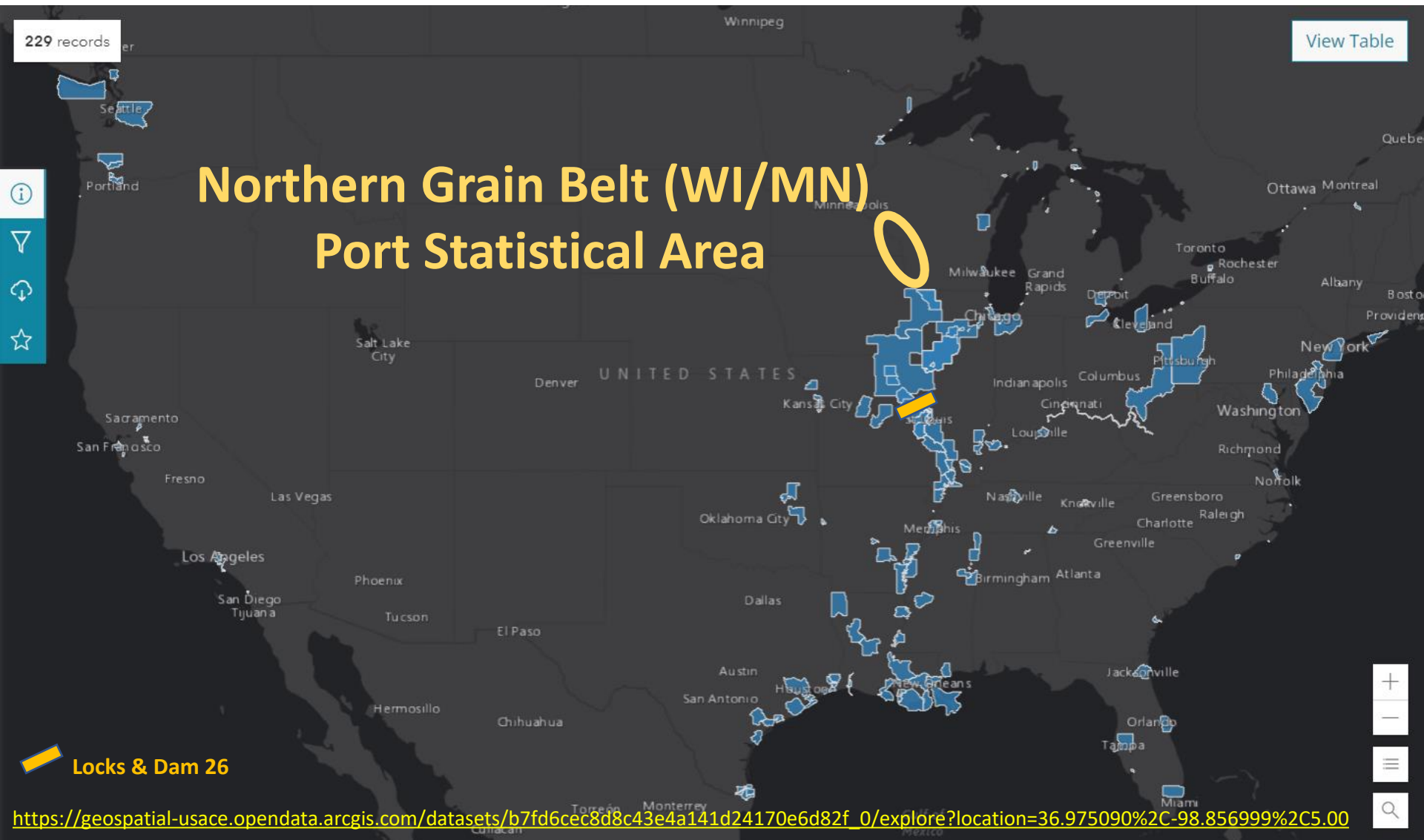
# Corn Belt Ports Added 2020/21

## *National Ports GIS Database Map*



# Conspicuously Absent Today

## National Ports GIS Database Map





# Today's Missing Puzzle Piece



# Solution / Recommendation

**Create** the Northern Grain Belt Port Statistical Area (WI & MN)

**Non-Federal Sponsor (MRRPC)** submits a letter of intent and subsequent application to form the Northern Grain Belt Port Statistical Area

**Located** on the Upper Mississippi River between Wisconsin and Minnesota and is roughly the equivalent of the Port of Miami, FL or Port of Brownsville, TX (Based on Tonnage).

# The Non-Federal Sponsor

## Mississippi River Regional Planning Commission

MRRPC COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS) UPDATE

[Learn More and Submit Comments >](#)



608.785.9396 | [PLAN@MRRPC.COM](mailto:PLAN@MRRPC.COM) | 

Search

[GO >](#)

[Subscribe to announcements](#) 

[ABOUT](#) ▾

[NEWS](#)

[SERVICES](#) ▾

[LOANS & GRANTS](#) ▾

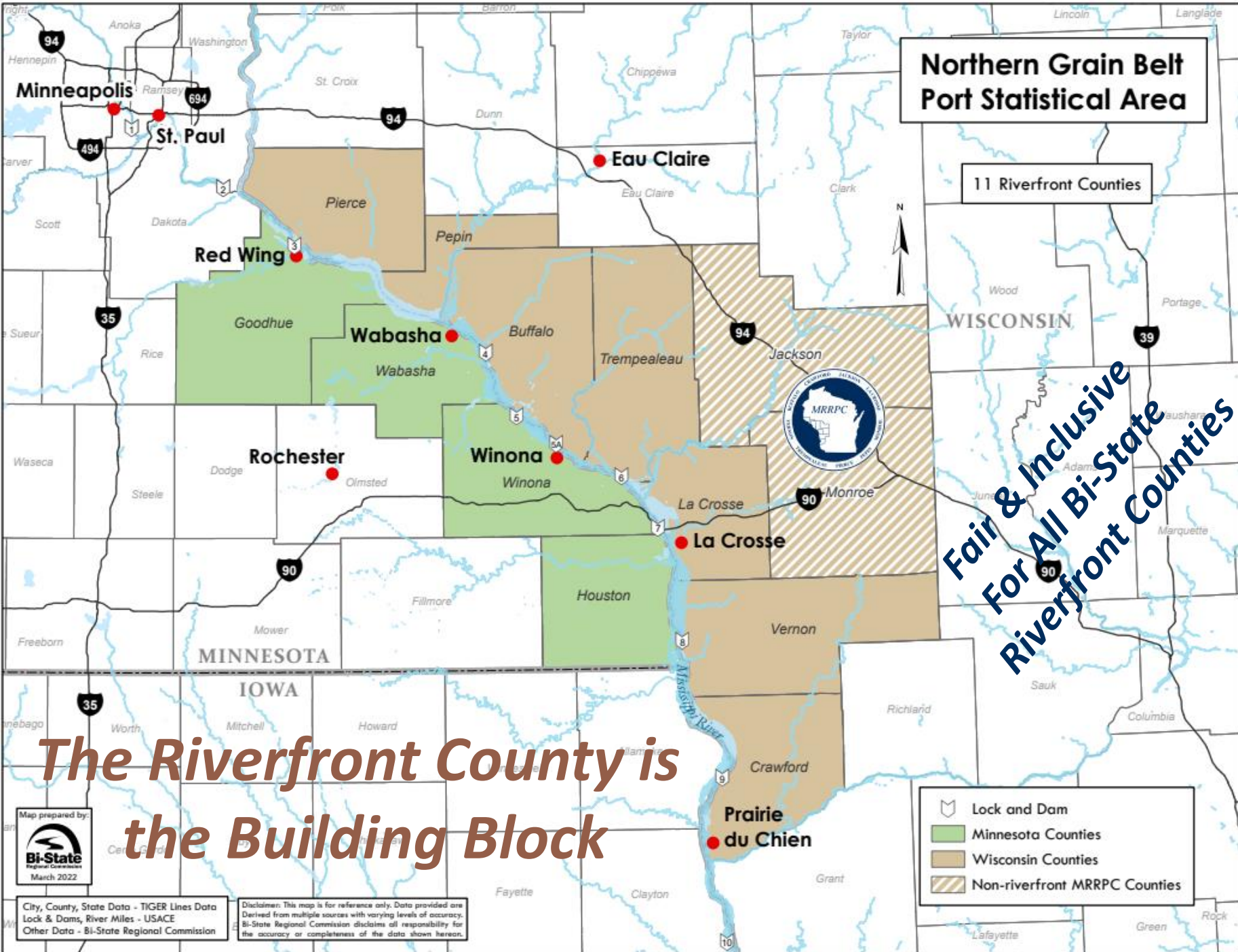
[STUDIES & PLANS](#) ▾

[OUR COUNTIES](#)

[CONTACT](#)

Working together to  
make the Mississippi  
River Region a great place  
to live and work.





**Northern Grain Belt  
Port Statistical Area**

11 Riverfront Counties

**Fair & Inclusive  
For All Bi-State  
Riverfront Counties**

- Lock and Dam
- Minnesota Counties
- Wisconsin Counties
- Non-riverfront MRRPC Counties

*The Riverfront County is  
the Building Block*



City, County, State Data - TIGER Lines Data  
Lock & Dams, River Miles - USACE  
Other Data - Bi-State Regional Commission

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown herein.

**Leading U.S. Ports in 2020** – continued  
(Millions of Short Tons and Percent Change<sup>1</sup> from 2019)

Rank	Type <sup>3</sup>	Port	Domestic		Foreign		Total	
			Tons	%	Tons	%	Tons	%
51	L	Illinois International Port, IL	7.2	-13.8	1.9	12.9	9.1	-9.4
52	L	Toledo-Lucas County Port, OH <sup>2</sup>	4.3	-21.0	4.7	26.6	9.0	-1.8
53	I	Memphis-Shelby County Port, TN	8.7	-2.6	**	0.0	8.7	-2.6
54	I	Joliet Regional Port, IL	8.6	-6.7	**	0.0	8.6	-6.7
55	C	PortMiami, FL	0.2	39.9	8.2	-5.5	8.4	-4.8
56	I	E Iowa and W Illinois, IA IL	8.4	56.6	**	0.0	8.4	56.6
57	L	Detroit-Wayne County Port, MI	5.7	-44.0	2.4	-19.5	8.2	-38.4
58	C	New Haven, CT	4.8	-17.5	3.3	-5.1	8.1	-12.9
59	I	Louisville-Jefferson Port, KY <sup>2</sup>	8.1	-27.6	**	0.0	8.1	-27.6
60	I	Nashville, TN	7.5	8.7	**	0.0	7.5	8.7
61	C	Kalaeloa Barbers Point, HI	2.4	-26.8	5.1	-3.1	7.5	-12.3
62	C	Greater Lafourche Port, LA	7.2	-6.4	0.2	188.7	7.4	-4.7
63	C	Port of Providence, RI	2.9	-16.9	4.5	-5.1	7.4	-10.0
64	L	Conneaut, OH	5.3	41.7	2.1	**	7.4	87.7
65	C	Anacortes, WA <sup>2</sup>	5.7	-15.8	1.3	-31.7	7.0	-19.3
66	C	Brownsville, TX	2.8	3.2	4.0	1.6	6.8	2.3
67	C	Wilmington, NC <sup>2</sup>	0.5	63.8	5.8	-0.8	6.3	2.6
68	L	Rogers City, MI <sup>2</sup>	6.0	-24.1	0.1	-40.4	6.1	-24.4
69	I	Mount Vernon, IN	5.9	-36.4	**	0.0	5.9	-36.4
70	I	Kaskaskia Regional Port, IL	5.8	10.9	**	0.0	5.8	10.9
71	L	Marquette, MI	4.5	-27.5	1.2	-20.2	5.7	-26.0
72	C	Wilmington, DE	0.7	-22.5	4.8	-18.3	5.6	-18.8
73	C	Sabine Pass Port Authority, TX <sup>2</sup>	2.2	146.8	3.4	102.7	5.5	117.8
74	I	Southeast Missouri Port, MO <sup>2</sup>	5.1	13.4	**	0.0	5.1	13.4
75	I	Paducah-McCracken, KY	5.0	65.8	**	0.0	5.0	65.8
76	I	St. Paul Port Authority, MN	4.8	-4.8	**	0.0	4.8	-4.8
77	C	Calhoun Port Authority, TX	2.6	-13.1	2.1	-3.0	4.8	-8.8
78	C	Stockton, CA	**	-100.0	4.6	-15.3	4.6	-15.3
79	C	Albany Port District, NY <sup>2</sup>	3.5	-4.0	1.1	76.7	4.6	-7.7

**Ranking:**  
Northern  
Grain Belt  
PSA (WI/MN)

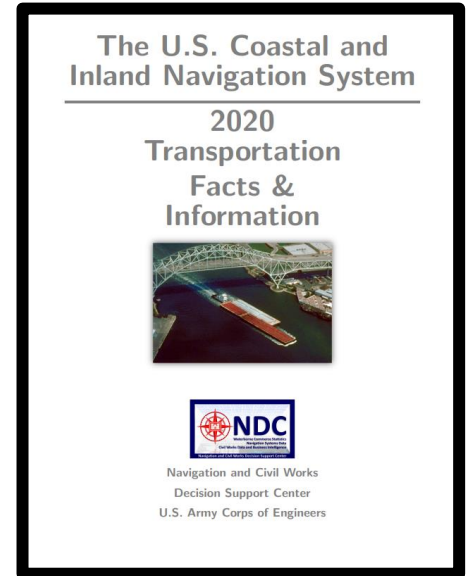


Est.

## U.S. Waterborne Traffic by State in 2020<sup>1</sup>

(Millions of Short Tons and Change from 2019)

Rank	State	Domestic		Foreign		Total <sup>2</sup>	
		Tons	%	Tons	%	Tons	%
1	Texas	143.58	-5.0	464.23	3.9	607.81	1.7
2	Louisiana	245.33	-9.5	240.11	-7.4	485.44	-8.5
3	California	30.68	2.8	184.24	-12.0	214.92	-10.1
4	New Jersey	43.76	-9.7	88.11	-6.5	131.88	-7.6
5	Washington	29.61	-6.8	80.09	-0.6	109.70	-2.4
6	Florida	41.36	-11.0	48.94	-6.5	90.30	-8.6
7	Kentucky	76.73	-6.5	0.00	0.0	76.73	-6.5
8	Illinois	73.24	-3.6	1.87	12.9	75.11	-3.2
9	Ohio	57.57	-18.8	10.95	33.2	68.51	-13.4
10	Alabama	29.57	-5.3	34.41	-7.5	63.98	-6.5
11	Virginia	7.72	14.4	53.84	-12.5	61.56	-9.8
12	Indiana	50.05	-19.4	0.56	-56.2	50.61	-20.1
13	Georgia	1.28	26.3	44.72	3.4	46.00	3.9
14	Missouri	45.01	19.3	0.00	0.0	45.01	19.3
15	Maryland	7.79	-22.5	36.13	-14.6	43.91	-16.1
16	West Virginia	43.78	-16.7	0.00	0.0	43.78	-16.7
17	Pennsylvania	27.57	-27.7	16.07	-22.2	43.65	-25.8
18	Minnesota	37.82	2.0	3.85	-33.0	41.67	-2.7
19	Michigan	34.18	-23.7	6.72	-28.4	40.90	-24.5
20	Mississippi	22.03	4.8	16.40	-13.4	38.43	-3.8
21	Alaska	29.58	-6.5	6.55	9.5	36.13	-4.0
22	New York	18.51	-15.9	13.59	-23.1	32.09	-19.1
23	Tennessee	29.30	-5.2	0.00	0.0	29.30	-5.2
24	Oregon	9.81	-9.5	16.75	10.3	26.56	2.0
25	South Carolina	1.85	-9.0	23.12	2.3	24.97	1.4
26	Wisconsin	16.19	-28.0	6.07	-19.0	22.27	-25.8
27	Hawaii	13.75	-13.2	5.99	-13.7	19.73	-13.4
28	Puerto Rico	6.43	6.5	13.26	-2.6	19.69	0.2
29	Delaware	7.60	-41.0	11.20	-25.0	18.80	-32.4
30	Arkansas	16.43	5.8	0.00	0.0	16.43	5.8
31	Massachusetts	3.53	-33.9	9.99	-8.5	13.53	-16.8



**Can Not Tell How  
Much of this is  
on the Upper  
Mississippi River**

**No Upper Mississippi  
River Ports Exist in  
Wisconsin**

# Port Statistical Area

## Working Definition

- A port statistical area (PSA) is 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.
- Such regions are neither legally incorporated as a city or town would be, nor are they legal administrative divisions like counties or separate government entities; because of this, the precise definition of any given PSA can vary with the source.
- 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.

# Port Statistical Area

## Why Create One?

- You can not invest in (or, environmentally mitigate for) a Port that does not exist
- Provides greater access to Federal investments
- Market transportation capabilities to ensure full utilization
- Ensures reliable access to the region's exports
- Promotes (not executes) environmentally sustainable water infrastructure development
- (Secondary) Supports Mississippi River recreation, tourism, flood risk reduction, hydropower, water supply, water quality, water safety, ecosystem, and natural infrastructure improvements



# Why Now?

## Infrastructure Investment and Job Act (IIJA)

- **U.S Department of Transportation**

- Double investments in ports to help alleviate bottlenecks and increase sustainability
- Strengthen supply chains by investing almost \$50 billion in our ports and airports on top of expanding existing programs that support freight investment across modes

- **U.S. Army Corps of Engineers (\$17 billion)** to remain available until expended, including

- \$150 million for Investigations (\$30 million for Planning Assistance to States, \$45 million for Floodplain Management Services, \$75 million for individually authorized project studies
- \$11.615 billion for Construction, including:
  - **\$2.5 billion for inland waterways**
  - \$200 million for water-related environmental infrastructure
  - **\$465 million for certain CAP programs, including \$115 million for fish passage and barrier removal**
  - **\$1.9 billion for ecosystem restoration**, including \$1 billion for multi-purpose projects
  - \$2.55 billion for coastal storm risk reduction, including \$1 billion for multi-purpose projects
  - \$2.5 billion for inland flood risk reduction, including \$750 million for multi-purpose projects
- \$808 million for (Lower) Mississippi River and Tributaries
- **\$4 billion for Operations and Maintenance**, including \$40 million for Soil Moisture and Snowpack Monitoring
- \$160 million for the Regulatory Program
- **\$251 million for Flood Control and Coastal Emergencies**
- \$40 million for General Expenses

***+ FY 23 Appropriations***

# Port Statistical Area

## *Additional Benefits*

- Federal recognition as a port region
  - Supports:
    - ✓ Marketing
    - ✓ Economic development
    - ✓ Regional, national and global visibility and competitiveness
    - ✓ Regional identity

# Port Statistical Area

## Provides Access to Additional Grants

- Various Economic Development Grants
- BUILD Discretionary Grants - DOT
- Port Infrastructure Development Grants | MARAD/DOT
- Port Security Grants – DHS
- Department of Agriculture
- Department of Energy
- Environmental Protection Agency
- Other?

# Economic Impact of WI & MN Inland Waterways

## ECONOMIC IMPACT OF WISCONSIN'S INLAND WATERWAYS

NATIONAL WATERWAYS FOUNDATION

IN 2018, WISCONSIN'S PORTS, INLAND WATERWAYS, AND INLAND WATERWAYS-DEPENDENT INDUSTRIES SUPPORTED

Nearly **235,000 jobs**

**\$14.1 billion** in personal income

**\$22.4 billion** in Gross State Product

**\$49.4 billion** in total output

...Giving rise to **\$1.1 billion** in state & local tax revenue

Wisconsin has nearly **230 MILES** of navigable inland waterways, ranking it **29th** in the nation

WISCONSIN'S INLAND WATERWAY ASSETS AT A GLANCE

Mississippi and Wisconsin Rivers and Great Lakes System

**12** public ports

INLAND WATERWAYS SUPPORT WISCONSIN'S KEY INDUSTRIES

Industry Sub-Category	Percent of Goods Shipped by Water (Tons)	Wisconsin Jobs
Nondurable Manufacturing	25.5% of inbound	33,400
Construction	8.3% of inbound	66,600

TOP INLAND WATERWAYS COMMODITIES BY WEIGHT (comprising 83% of total tonnage)

- Food & food products, such as fruits, vegetables, oils, & seeds: **1.5 million tons**
- Coal, lignite, and coal coke: **803 thousand tons**
- Primary non-metal products: **189 thousand tons**

TOP INLAND WATERWAYS COMMODITIES BY VALUE (comprising 42% of total value)

- Machinery, including appliances & industrial equipment: **\$59.5 million**
- Iron and steel: **\$432.8 billion**
- Electronics, including motors, transformers, and computers: **\$376.8 million**

12.0M tons of freight valued at **\$3.6 BILLION** moved on Wisconsin's inland waterways, which is equivalent to **74,000 TRUCKS**

Avoided trucks translates into **reduced congestion, emissions, and crashes**, and contributes to the state of good repair of highway infrastructure

## ECONOMIC IMPACT OF MINNESOTA'S INLAND WATERWAYS

NATIONAL WATERWAYS FOUNDATION

IN 2018, MINNESOTA'S PORTS, INLAND WATERWAYS, AND INLAND WATERWAYS-DEPENDENT INDUSTRIES SUPPORTED

Nearly **46,000 jobs**

**\$24.1 billion** in personal income

**\$3.6 billion** in Gross State Product

**\$196.9 billion** in total output

...Giving rise to **\$16 billion** in state & local tax revenue

Minnesota has **260 MILES** of navigable inland waterways, ranking it **27th** in the nation

MINNESOTA'S INLAND WATERWAY ASSETS AT A GLANCE

Mississippi River and Great Lakes System

**9** public ports

INLAND WATERWAYS SUPPORT MINNESOTA'S KEY INDUSTRIES

Industry Sub-Category	Percent of Goods Shipped by Water (Tons)	Minnesota Jobs
Non-durable production	26.1% of inbound	3,110*
Nondurable manufacturing	16.0% of inbound	79,800
Primary metal manufacturing	7.5% of outbound	5,720
Mining (except oil & gas)	5.3% of inbound/outbound	5,570

\*Total for Agriculture, Forestry, Fishing, and Hunting sector (NAICS 1)

TOP INLAND WATERWAYS COMMODITIES BY WEIGHT (comprising 84% of total tonnage)

- Food & food products, such as fruits, vegetables, oils, & seeds: **6.0 million tons**
- Sand, gravel, shells, clay, salt, & slag: **2.4 million tons**
- Chemical fertilizers: **1.7 million tons**

TOP INLAND WATERWAYS COMMODITIES BY VALUE (comprising 63% of total value)

- Cereal grains, including wheat, corn, barley, & oats: **\$689.3 million**
- Agricultural products, such as fruits, vegetables, oils, & seeds: **\$680.3 million**
- Fertilizers: **\$627.7 million**

12.0M tons of freight valued at **\$3.2 BILLION** moved on Minnesota's inland waterways, which is equivalent to **300,000 TRUCKS**

Avoided trucks translates into **reduced congestion, emissions, and crashes**, and contributes to the state of good repair of highway infrastructure

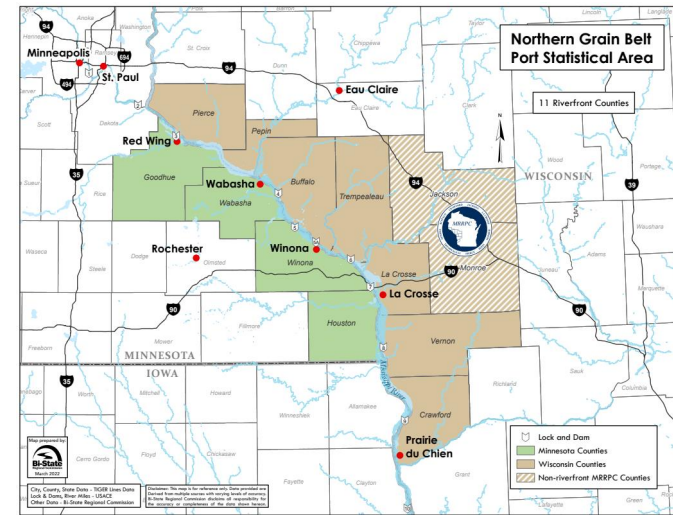
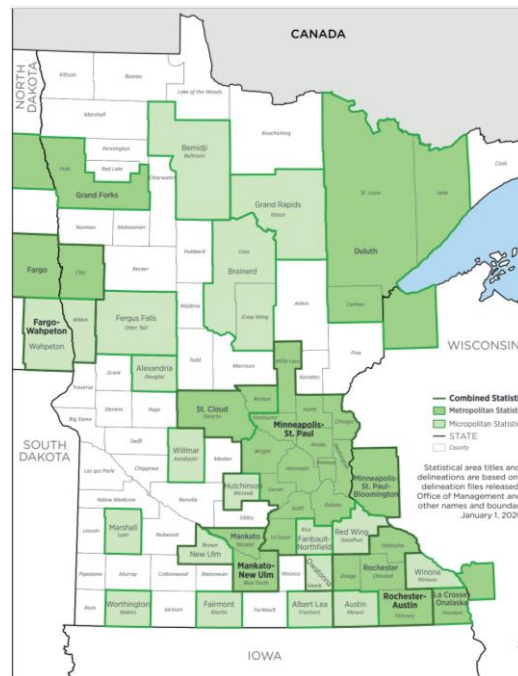
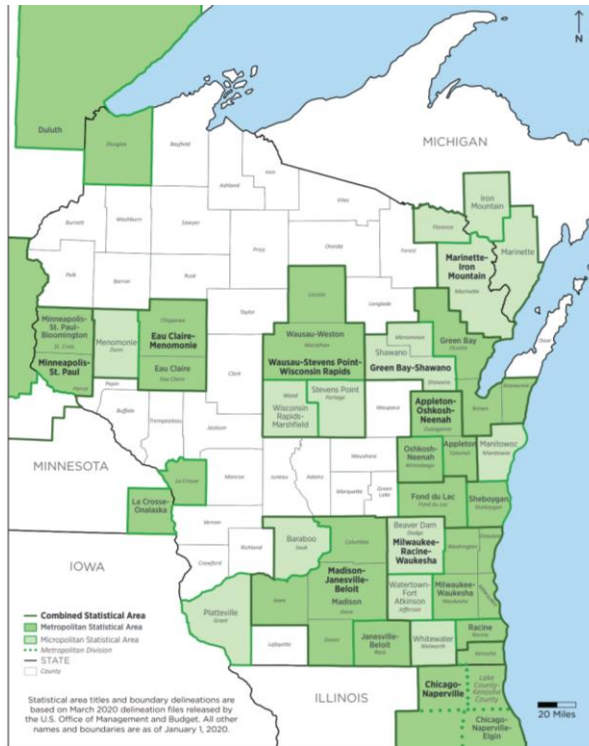
**\$17 Billion (state and local tax revenue)**

# Metropolitan Statistical Area Analogy (Multiple Counties)

*Roughly*



*In Concept*




# What is a Metropolitan Statistical Area?

A designation used by the Office of Management and Budget (OMB) to refer to a delineation consisting of multi-county clusters with a population density of at least 50,000.

An MSA broadly consists of a city with communities closely linked and exhibits a high degree of social and economic integration.



 Search

BROWSE BY TOPIC

EXPLORE DATA

LIBRARY

SURVEYS/ PROGRAMS

INFORMATION FOR...

FIND A CODE

## Metropolitan and Micropolitan

The United States Office of Management and Budget (OMB) delineates metropolitan and micropolitan statistical areas according to published standards that are applied to Census Bureau data.

***Supports Budget Decisions!***

[https://en.wikipedia.org/wiki/Metropolitan\\_statistical\\_area](https://en.wikipedia.org/wiki/Metropolitan_statistical_area)

# Port Statistical Area (PSA)

## Governance

- **MRRPC** is the Lead Applicant (Non-federal Sponsor)
- Led by cooperative arrangements between existing government orgs
- Focus is on existing infrastructure
- Counties formally agree to be recognized as a part of the Northern Grain Belt PSA (*not permanent / can be undone*)
- *Regional/Local Economic Development and Chambers of Commerce Organizations Support*
- States of Wisconsin and Minnesota (DOTs) recognize (support the creation of) the Northern Grain Belt PSA
- Does not preclude or prevent other county economic/development/transportation arrangements and agreements
- No Taxing Authority
- No Bonding Authority
- Primary responsibility is planning, transportation data reporting, and educating/informing in order to achieve regional economic development objectives

# Our Guide

## Upper Mississippi River Tri-State Area (Corn Belt Ports)

- ❑ Mid-America Port Commission (MAPC) – 328.8 River Miles (RMs), 20+ Counties with 15 tons
- ❑ Illinois Waterway Ports (ILWW)– 175.5 RMs, 10 Counties with 14.9 tons
- ❑ Upper Mississippi River Ports (Iowa and Illinois) (UMRP) – 221.5 RMs, 15 Counties with 8.4 tons

## Ohio River Basin

- ❑ Port of Pittsburgh – 200 RMs, 12 Counties
- ❑ Port of Huntington, WV – 199 RMs, 11 Counties
- ❑ Ports of Cincinnati and Northern KY – 226.5 RMs, 15 Counties

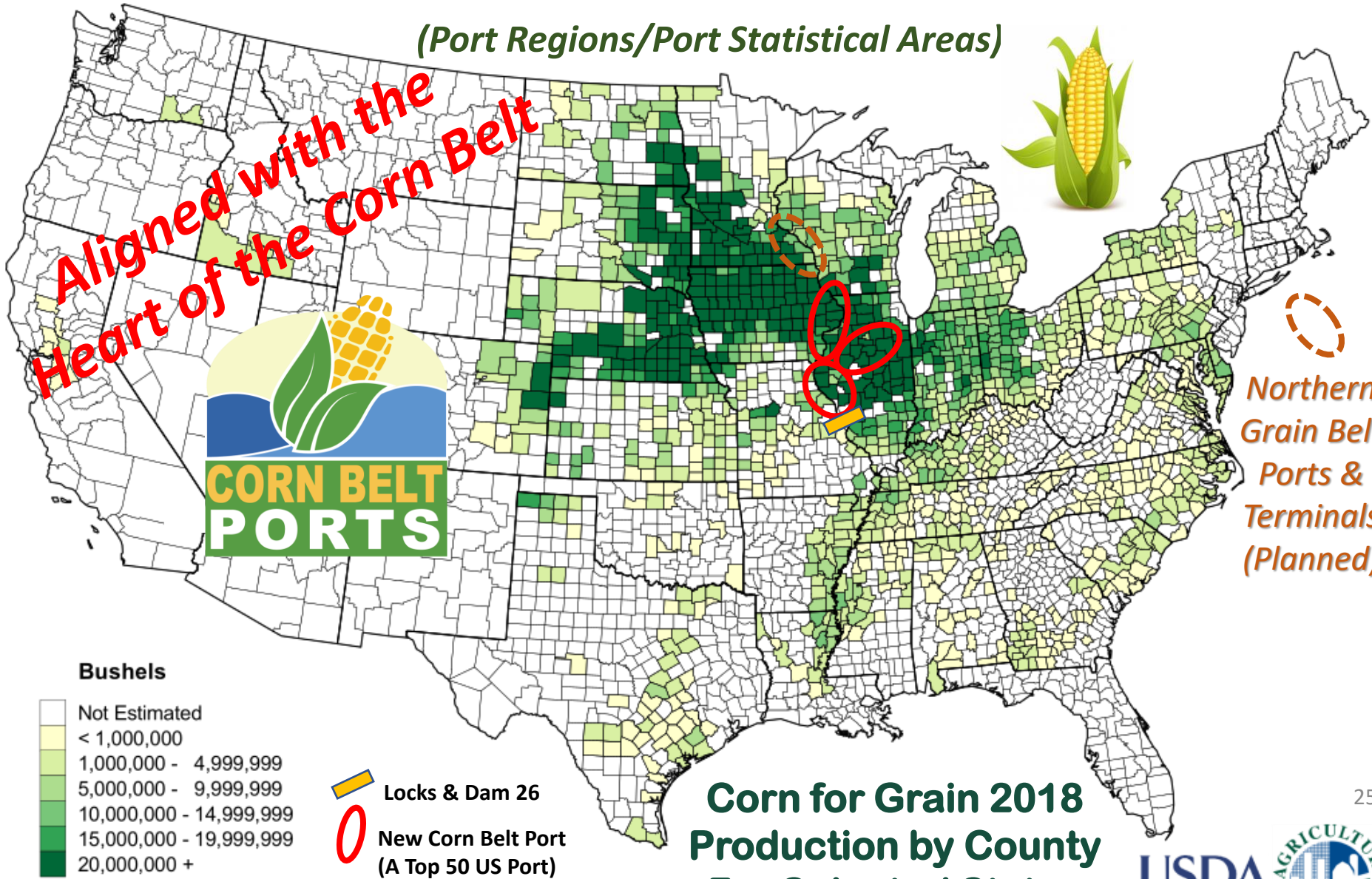
## For Comparison

- ❑ St. Louis Metropolitan Port - 70 RMs (6 Counties)
- ❑ Port of South Louisiana - 54 RMs (3 Parishes)

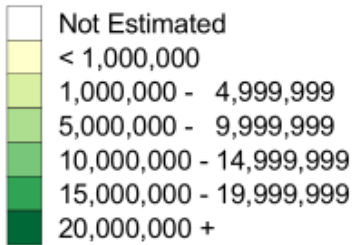


# Corn Belt Ports Partner

(Port Regions/Port Statistical Areas)



## Bushels



# The Northern Grain Belt Port Statistical Area (WI & MN)

## ***Similar to the Upper Mississippi River Ports (IA & IL)***

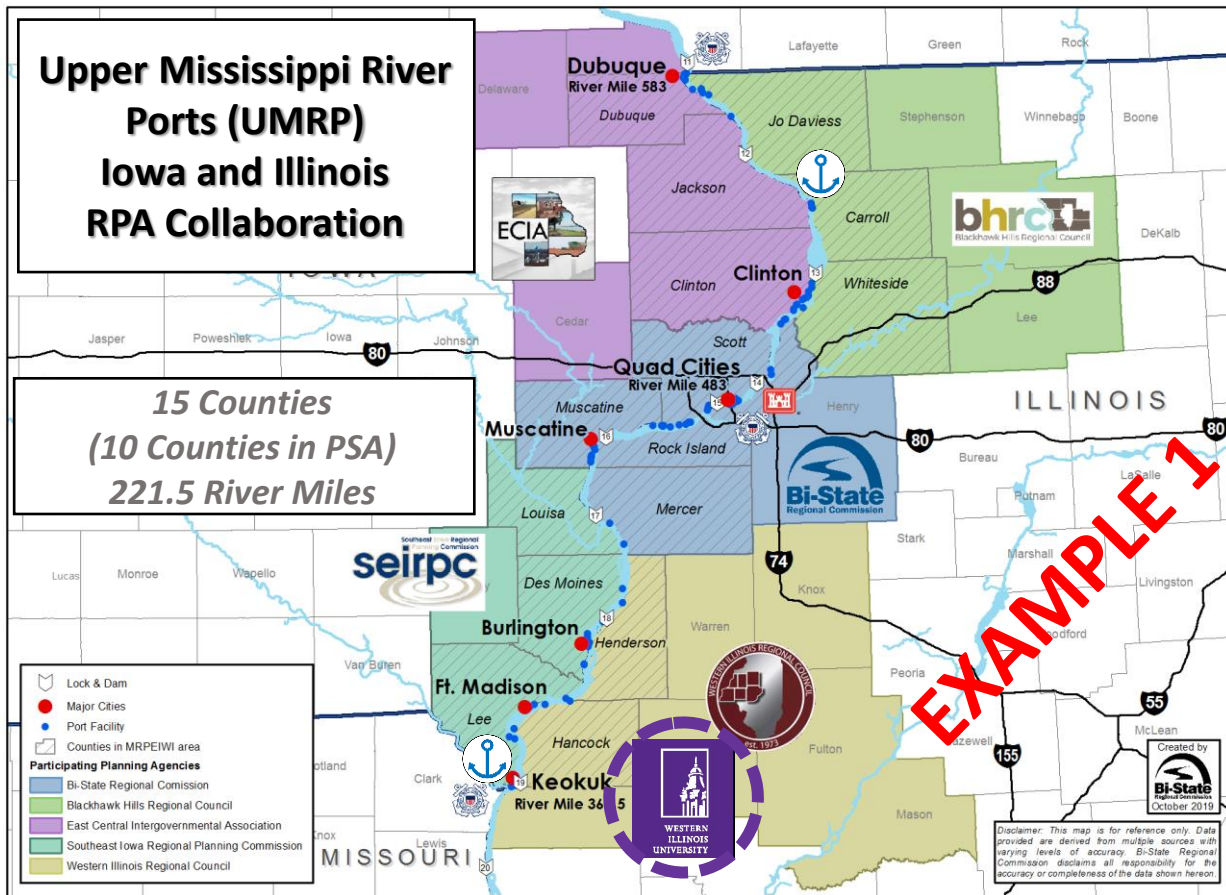
- Centered on a major regional city (Quad Cities) (*La Crosse*)
- Bi-State (IL/IA) (*WI/MN*)
- Organized Around Regional Planning Agencies (*MRRPC*)
- Major Interstate Highway Crossing (I-80) (*I-90*)

## ***Similar to the Illinois Waterway Ports***

- Centered on a major regional city (Peoria) (*La Crosse*)
- Connects to a major urban port (Joliet) (*St. Paul*)
- Organized Around Regional Planning Agencies (*MRRPC*)
- Major Interstate Highway Crossing (I-74) (*I-90*)

# Upper Mississippi River Ports (UMRP) Iowa and Illinois RPA Collaboration

15 Counties  
(10 Counties in PSA)  
221.5 River Miles



# Upper Mississippi River Ports (UMRP) Iowa and Illinois Regional Planning Agency (RPA) Collaboration

- Ports (State Recognized)
  - Upper Miss. Intermodal (IL)
  - Southeast Iowa (SIREPA)
- USACE (Corps) Project Office
  - Pleasant Valley, IA
- USCG (Coast Guard) Offices
  - Dubuque, Rock Island, Keokuk
- Visitors Center
  - Lock & Dam 15 (Rock Island)
- Lead Resource Support Agencies
  - WIU Rural Affairs Institute (+)
  - Eastern Iowa Community Colleges

## Major Cities

- Dubuque/East Dubuque Area
- Clinton/Fulton Area
- Quad Cities Area
- Muscatine
- Burlington/Gulfport Area
- Ft. Madison
- Keokuk

## Metropolitan Planning Organization

Bi-State (Applicant)

## Regional Planning Agencies (RPAs)

- East Central Intergovernmental (IA)
- Bi-State (IL & IA)
- Southeast Iowa
- Blackhawk Hills (IL)
- Western Illinois



**NOTES:** 1) Ports (Phase 1) Retain Their Port Tonnage Data; 2) Des Moines, Lee, Henderson, and Hancock Counties are part of the UMRP RPA Collaboration and Retain Their Relationship with the Mid-America Port Commission

# Illinois Waterway (ILWW) Ports and Terminals Port Statistical Area (PSA) (Waterborne Commerce)

## Major Cities

Peoria Metropolitan Area

Ottawa

## Ports (State Recognized)

Havana Regional Port (2311)

Heart of Illinois Regional Port (2312)

Illinois Valley Regional Port (2313)

Ottawa City Port (7712)

Seneca Regional Port (7710)

## Metropolitan Planning Organization

Tri-County (Primary Applicant)

## Regional Planning Agencies (See Map)

North Central Illinois

Tri-County

Western Illinois

**USACE (Corps) ILWW Project Office:** Peoria

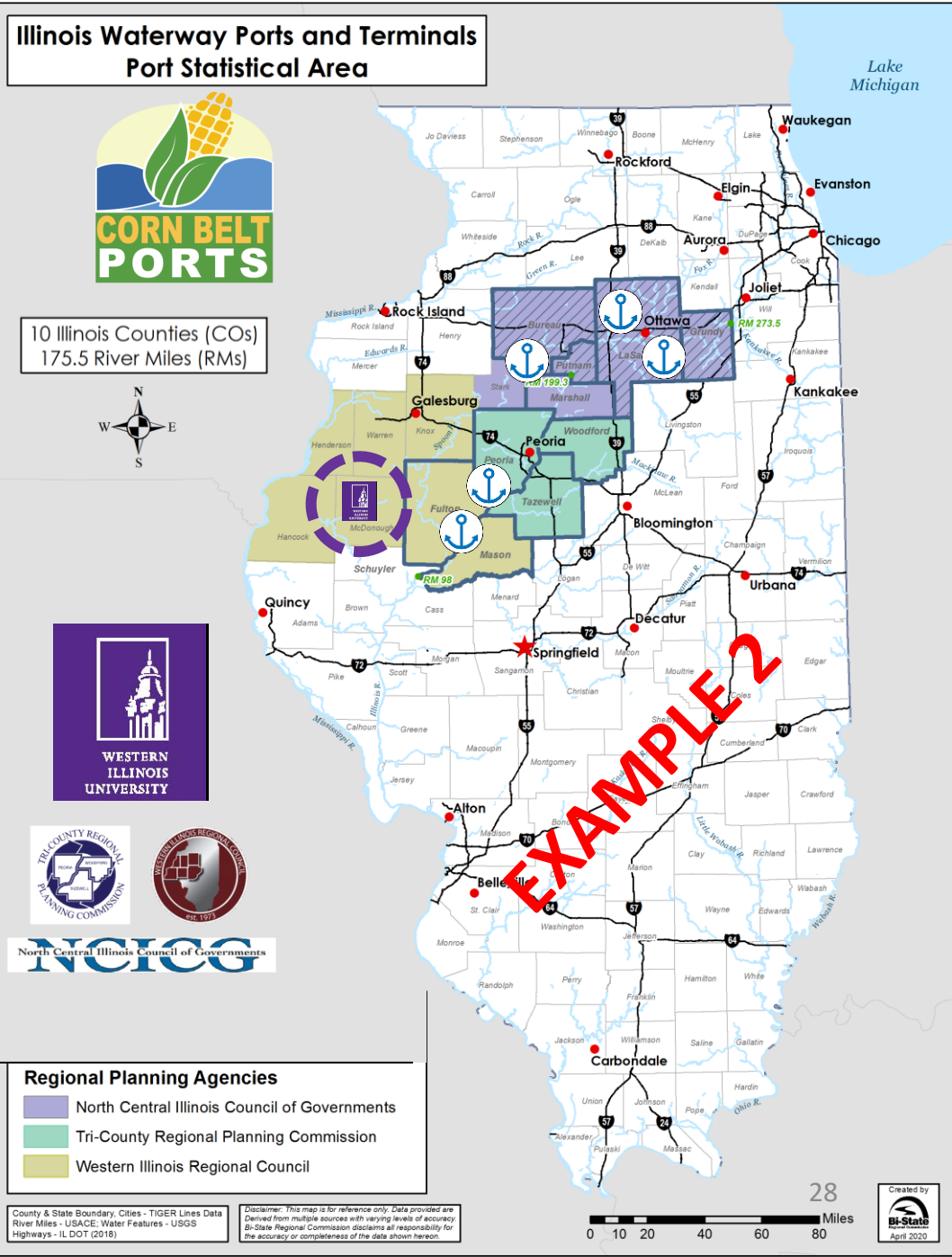
**Supporting USCG (Coast Guard) Office:** Peoria

**Illinois Waterway Visitors Center**

Starved Rock Lock and Dam (Ottawa)

**Lead Resource Supt Agency (Western IL Univ)**

Institute for Rural Affairs (Plus)

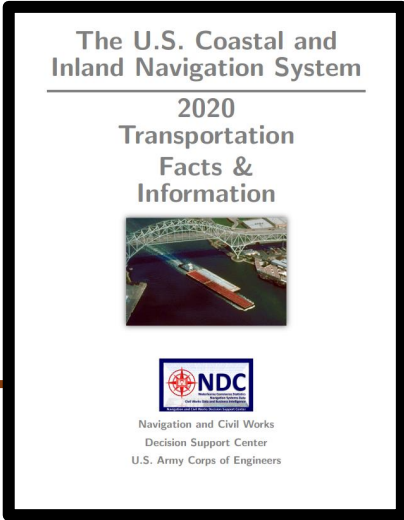


**First Time in U.S. History!**

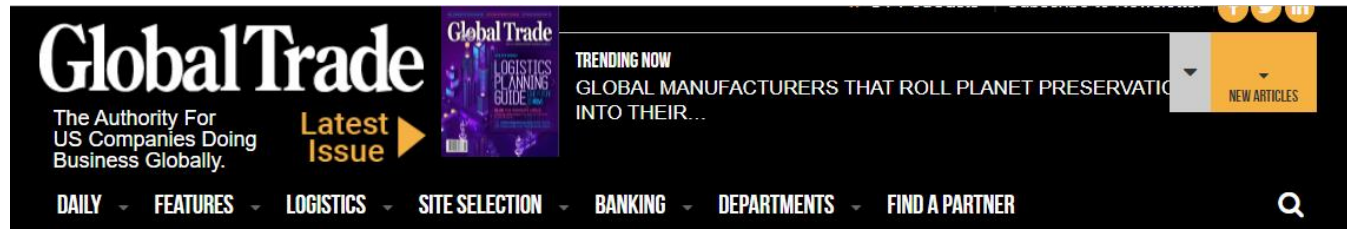
# Leading U.S. Ports in 2020

(Millions of Short Tons and Percent Change<sup>1</sup> from 2019)

Rank	Type <sup>3</sup>	Port	Domestic		Foreign		Total	
			Tons	%	Tons	%	Tons	%
39	I	Pittsburgh, PA Port of	15.5	-28.7	**	0.0	15.5	-28.7
40	I	New Bourbon Port Authority, MO <sup>2</sup>	15.5	24.7	**	0.0	15.5	24.7
41	I	Mid-America Port, IA, IL and MO	15.0	24.5	**	0.0	15.0	24.5
42	I	Illinois Waterway Ports, IL <sup>4</sup>	14.9	**	**	**	14.9	**
43	L	Two Harbors, MN	11.7	-12.4			13.5	-20.2
44	C	Boston, MA	3.4	-33.7			13.3	-16.7
45	C	Honolulu, O'ahu, HI	11.4	-10.4			12.3	-14.5
46	C	Galveston, TX	5.2	7.3			11.9	9.0
47	C	Port of Longview, WA	1.1	1.3			11.1	14.5
48	C	Port of Vancouver USA, WA	2.6	18.0			10.2	-6.9
49	L	Cleveland-Cuyahoga Port, OH	7.7	-24.4			9.4	-20.5
50	C	San Juan, PR <sup>2</sup>	4.6	-0.5			9.3	10.1
51	L	Illinois International Port, IL	7.2	-13.8			9.1	-9.4
52	L	Toledo-Lucas County Port, OH <sup>2</sup>	4.3	-21.0			9.0	-1.8
53	I	Memphis-Shelby County Port, TN	8.7	-2.6			8.7	-2.6
54	I	Joliet Regional Port, IL	8.6	-6.7	**	0.0	8.6	-6.7
55	C	PortMiami, FL	0.2	39.9	8.2	-5.5	8.4	-4.8
56	I	Iowa and W Illinois, IA IL	8.4	56.6	**	0.0	8.4	56.6
57	L	Detroit-Wayne County Port, MI	5.7	-44.0	2.4	-19.5	8.2	-38.4
58	C	New Haven, CT	4.8	-17.5	3.3	-5.1	8.1	-12.9
59	I	Louisville-Jefferson Port, KY <sup>2</sup>	8.1	-27.6	**	0.0	8.1	-27.6
60	I	Nashville, TN	7.5	8.7	**	0.0	7.5	8.7
61	C	Kalaeloa Barbers Point, HI	2.4	-26.8	5.1	-3.1	7.5	-12.3
62	C	Greater <a href="https://publibrary.planusace.us/#/series/Fact%20Cards">https://publibrary.planusace.us/#/series/Fact%20Cards</a>					7.4	-4.7
63	C	Port of Providence, RI	2.9	-16.9	4.5	-5.1	7.4	-10.0



# A Corn Belt Port Made Global Trade Magazine's 2021 Top 50 Power Ports List

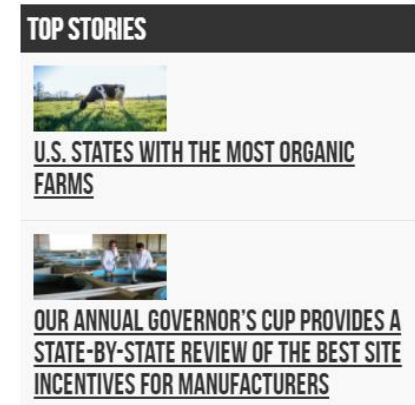


September 24th, 2021 | Written by Tom Wadlow

## POWER 'EM UP: LADIES AND GERMS, AMERICA'S TOP 50 POWER PORTS

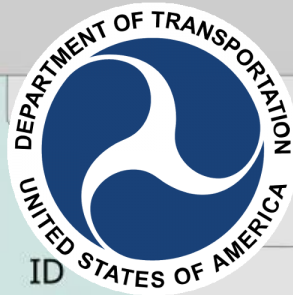


Trade in and out of the United States would not be possible without sea and river port infrastructure spread across the length and breadth of the country. Using the latest available figures from the Bureau of Transportation Statistics, we present the top 50 American power ports based on total tonnage of trade processed in 2019.

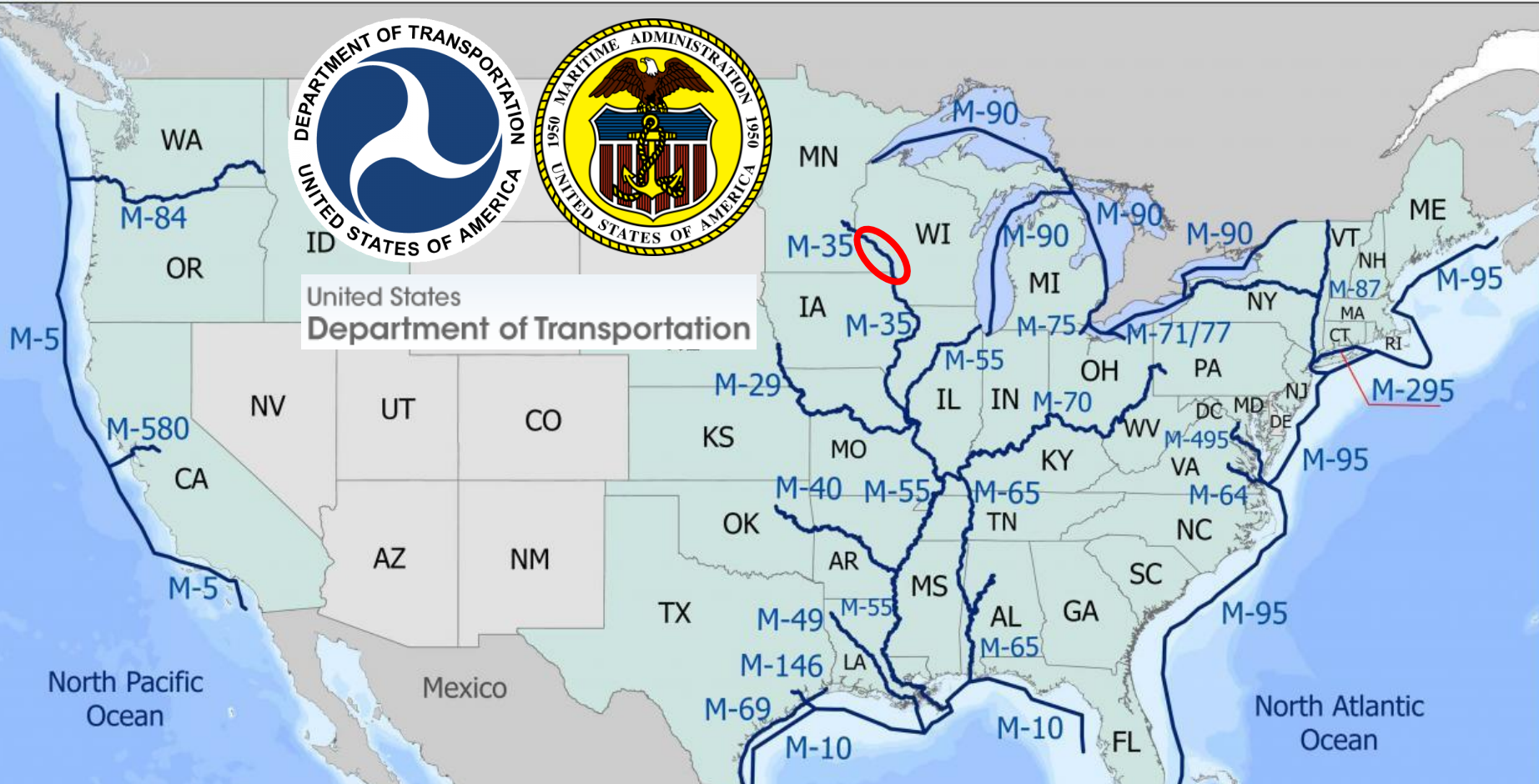


**First Time in U.S. History!**

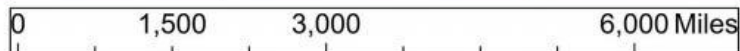
# America's Marine Highway Routes



United States  
Department of Transportation



## A Non-Federal Sponsor for Marine Highway 35



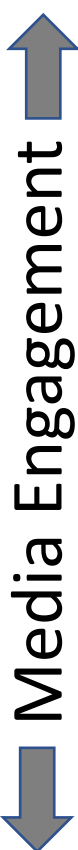
Map updated - June 2020

- Marine Highway Routes
- Impacted States

Projection: WGS 1984 Web Mercator Aux. Sphere

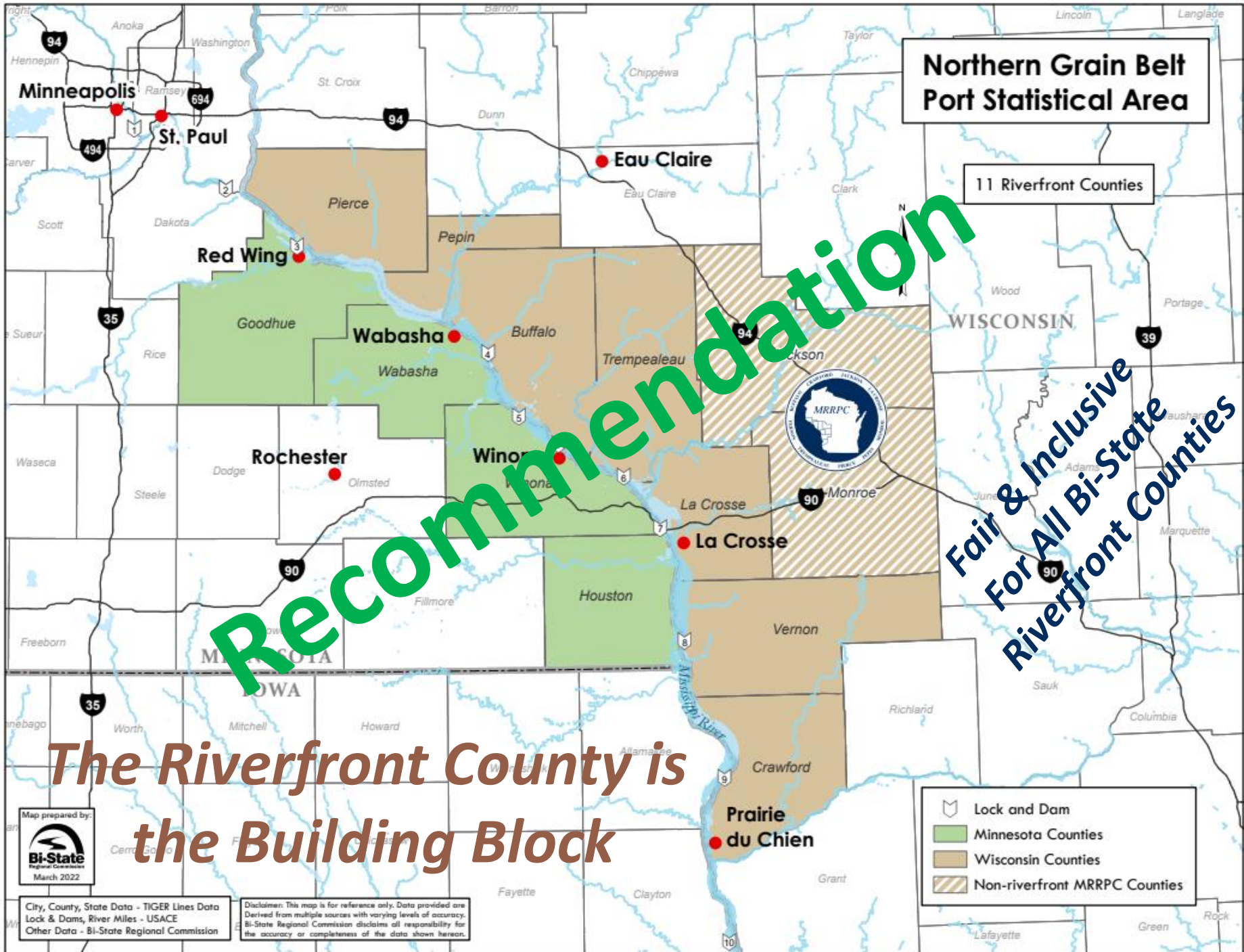
1. International Boundaries: IPUMS
2. Bathymetry Data: Michael Baker International

# Conceptual Timeline

- 
- 1 April 22: Non-Federal Sponsor (MRRPC) Submits letter of intent Resolutions on County Board agendas for the 1<sup>st</sup> Board Meeting in April
- April / May 22: Brief / Educate Counties / Consolidate County resolutions
- 15 May 22: Non-Federal Sponsor submits initial application
- July 22: Approval by the Navigation and Civil Works Decision Support Center and Waterborne Commerce Statistics Center
- Aug 22: Compilation of the annual national port ranking list by the Navigation and Civil Works Decision Support Center and the Waterborne Commerce Statistics Center.
- Oct 22: Publishing of the annual national port ranking list

*Note: A tremendously aggressive timeline*





**Northern Grain Belt  
Port Statistical Area**

11 Riverfront Counties

**Fair & Inclusive  
For All Bi-State  
Riverfront Counties**



**The Riverfront County is  
the Building Block**

- Lock and Dam
- Minnesota Counties
- Wisconsin Counties
- Non-riverfront MRRPC Counties

Map prepared by:  
**Bi-State**  
Regional Commission  
March 2022

City, County, State Data - TIGER Lines Data  
Lock & Dams, River Miles - USACE  
Other Data - Bi-State Regional Commission

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

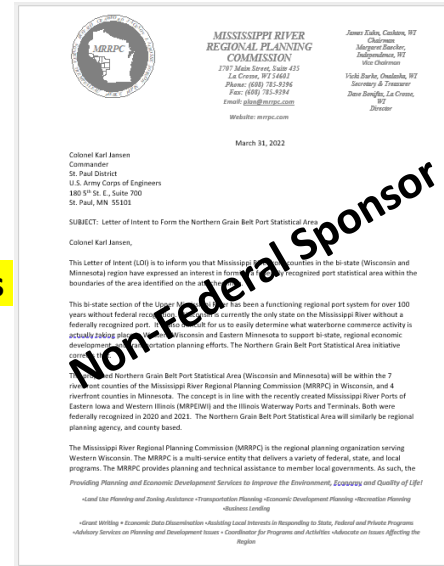
# Step 1: Submit Letter of Intent

- The Ports and Terminals on the Upper Mississippi River between Wisconsin and Minnesota (Hereafter referred to as the Northern Grain Belt Port Statistical Area) are an **essential part of the national and global supply chains.** This nationally significant resource region has never been federally recognized as a Port Statistical Area. This undervalues the region's contribution to waterborne commerce and the national economy, and hinders informed transportation-related decision-making.

- The Northern Grain Belt Port Statistical Area has been **functioning for over 200 years as a port region.** But it does not have the appropriate federal recognition like many other economically and commercially significant areas on the inland waterway navigation system.

- The lack of the Northern Grain Belt Port Statistical Area between the Wisconsin and Minnesota Departments of Transportation, the Mississippi River Regional Planning Commission, and individual riverfront counties in the bi-state area from getting **access to tailored and packaged statistical data and information** that would best support their needs in ensuring that this specific region has and maintains a nationally and globally competitive multi-modal transportation system. The existing published waterway data does not account for the significant maritime cargo movements occurring within the regional context of the Northern Grain Belt Port Statistical Area.

- The creation of the Northern Grain Belt Port Statistical Area supports the U.S. Department of Transportation's 1999 MTS (Marine Transportation System) report to Congress recommendation of **creating regional systems to address local concerns.** Creating the Illinois Waterway Ports and Terminals PSA addresses this deficiency.



**When:**  
**o/a 1 April**  
**Non-Binding**

# Step 2: Submit Application

## **MRRPC Provides Counties (o/a 1 April):**

- Northern Grain Belt PSA Information Paper
- PSA Briefing Slides
- County Resolution
- Presentations and MS Teams Information Meetings Upon Request

## **Counties Send to MRRPC (NLT 15 May):**

- Approved County Resolutions

## **MRRPC Sends to U.S. WCSC (NLT 1 June):**

- PSA Application

# *There is no Risk or Downside*

*(to accurate data and information)*

- America's main grain growing region is not moving.
- Marine Highway 35 is not going anywhere.
- More climate friendly transportation modes (like tows/barges) will only become more popular.
- Our nation and region need accurate transportation data to make informed decisions regarding essential parts of the supply chain.
- The Upper Mississippi Regional planning Commission is responsible for regional multi-modal transportation planning and can use port statistical area data.
- The Upper Mississippi River System (UMRS) is designated by Congress as a “nationally significant ecosystem and a nationally significant commercial navigation system.”
- Being part of a top-ranked federal port statistical area has many economic development benefits.
- Port statistical areas are not permanent (can change if needed later).

# Mississippi River Regional Planning Commission Contact



**Bob Gollnik**

Senior Planner

Mississippi River Regional Planning Commission  
La Crosse, Wisconsin

[bob@mrrpc.com](mailto:bob@mrrpc.com)



Working together to  
make the Mississippi  
River Region a great place  
to live and work.

<https://mrrpc.com/>





# Operations Supporting Staff

## Northern Grain Belt Port Operations



**Chris Smith**

**Operations Director**

[chris.smith@northerngrainbeltports.com](mailto:chris.smith@northerngrainbeltports.com)

(816) 853-6411



**Robert Sinkler**

**Founder, Riverside Global**

[robert.sinkler@riversideglobal.co](mailto:robert.sinkler@riversideglobal.co)

(309) 230-8790



**Dr. Anshu Singh**

**Sustainability Director**

[anshu.singh@riversideglobal.co](mailto:anshu.singh@riversideglobal.co)

(419) 481-0706

*Quad Cities (Mississippi River) Office  
629 State Ave (Great River Road) (Route 84 N)  
Hampton, IL 61256*

# Back-Up Slides

# Proposed Concept

- **When:** No later than June 2022
- **Who:** The Mississippi River Regional Planning Commission (MRRPC) serves as the Applicant (Non-federal Sponsor) *(to)*
- **What:** Federally Recognize ***(Statistically)*** the Northern Grain Belt, consisting of existing port and terminal infrastructure *(in)*
- **Where:** The Upper Mississippi Riverfront Counties Between Wisconsin and Minnesota (see map) *(in order to)*
- **Why (Purpose):**
  - Improve transportation data reporting to support regional planning efforts
  - Market transportation capabilities to ensure full utilization
  - Ensure reliable access to the region's exports & support economic dev.
  - Promote (not execute) environmentally sustainable infrastructure dev.
  - (Secondary) Support Mississippi River recreation, tourism, flood risk reduction, hydropower, water supply, water quality, water safety, ecosystem, and natural infrastructure improvements



# What is a U.S. Port?

- Road, rail, waterway intersection
- Equipment to load (unload) ships (barges)
- A geographic area (a map)
- A governing body (legislation/citation of authority)
- Justification (U.S. approved)

## ***Reference Document***

EP 1130-2-520 29 Nov 96

5-10. Approval Required to Add, Modify, or Delete Tables from the Waterborne Commerce of the United States.

- a. The district commanders are the primary initiating authority for additions, modifications, or deletions of Corps of Engineer projects that appear in the Waterborne Commerce of the United States (WCUS), Parts 1 - 4 tables. The district engineer will forward, through the division engineer, the initial request and statement of justification of said changes through the Director, WCSC, to the Director, NDC, the approving authority.
- b. The WCSC may also initiate recommendations for additions, modifications, or deletions to Corps of Engineers projects as they appear in Waterborne Commerce of the United States, Parts 1 - 4 tables. The recommendations must be coordinated with the district commander of the affected district and approved by the Director, NDC.
- c. Proposed changes to the Waterborne Commerce of the United States, Part 5 must be approved by the Director, NDC.
- d. Any change to the definition of a port area or the establishment of a new port area must meet one of the following criteria:
  - (1) Port limits defined by legislative enactments of state, county, or city governments.
  - (2) The corporate limits of a municipality.
- e. The petitioning party must forward the initial request for an addition or change to port definitions to the Director, WCSC. Said request must include a statement of justification and citation of authority in response to criteria mentioned above. Denials may be appealed to the Director, WRSC.

# Relevant Information

- ❑ You can not invest in a Port that does not exist
- ❑ 2020/2021: USACE recognized 3 Port Statistical Areas in the Tri-State area above Locks and Dam 26 (Mid-America Port Commission [MAPC]; Illinois Waterway Ports [ILWW]; Upper Mississippi River Ports [UMRP] – Referred to as the “**Corn Belt Ports**”
- ❑ 2021: Infrastructure Investment and Jobs Act (IIJA) (\$17.3B authorized for waterways and coastal infrastructure over a 5 year period)
- ❑ 2022: USACE Releases IIJA CY22 Work Plan (Corn Belt Ports pull in \$1.24B)
- ❑ 2021/2: Tri-State Corn Belt Ports Receive \$35M (IL Port Facilities Capital Investment Grant Program +)
- ❑ IIJA: U.S. Department of Transportation and Maritime Administration (MARAD) plan to double investment in the Nation’s ports (including airports)
- ❑ 2022: Northern Grain Belt Port Statistical Area established