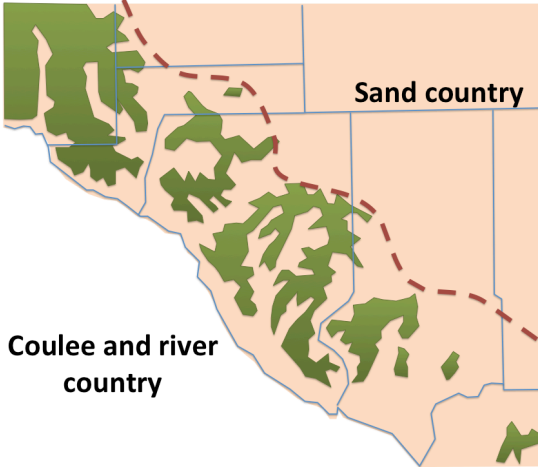


# We need a moratorium

Give us the time to find a solution

## We have an “incompatible land-use” puzzle to solve

The southwestern portion of Buffalo County is primarily scenic river and coulee country where the focus is on recreation and tourism. In the northeast are the rolling sand hills that actually extend across much of central Wisconsin up into the northwestern lakes region where the economic emphasis is more on agriculture and small industry.



## We face becoming a transportation corridor...

This map shows the proposed and approved haul routes from the sand mines in the county. **This** is why the County Board and the Board of Adjustments need to consider haul routes in addition to conditions immediately adjacent to the proposed mines. The implications for a very large proportion of the county are enormous and need to be considered when granting mine applications.



## Or a processing hub

This map shows how the stakes in this win/lose conversation get even higher if the Coulee Country moves from being a transportation corridor to being a transportation hub and processing center. Purchase agreements for land to build a rail spur and processing facility at the intersection of Wisconsin highways 88 and 35 are already being put in place. If that facility goes forward as planned we not only become the transit provider for local sand, but regional sand will most likely start flowing into the county as well.



# Questions that need to be asked, and answered

## Are we to become a transportation corridor?

- What are the implications when multiple mines are approved that all use the same haul route? Who makes the determination “this mine is the last one we can approve without overloading the route?”
- How are the needs of the many (residents and people who work in Coulee Country) balanced with the needs of the few (mine operators and the businesses that provide them services)?
- What happens when one of the destination rail-loading locations reaches capacity? Winona officials have already told local residents that the switching facility in Winona is at capacity and that they can’t load any more trains there. Does the traffic all divert to Wabasha? What are the impacts on towns along those routes as traffic patterns change?
- What is the implication of locating processing facilities at the applicant location – doesn’t this effectively “lock in” a preferred haul route for sand out of that plant long after the actual mining at the site is completed? Loading a road with extra truck traffic for 5 years is quite a different thing than setting up a scenario what that route would be used for decades or even generations.

## Are we to become a transportation and processing hub?

- With “across the river” rail transfer facilities reaching capacity, what are the implications for communities along the Highway 35 corridor if Buffalo County becomes a rail-transfer option on the Wisconsin side of the Mississippi? Will Buffalo County become a destination for sand mine operations in neighboring counties as well as mines located here?
- Again, what is the point at which it will be decided that the roads through towns like Alma, Fountain City and Nelson are at capacity? Who will make those decisions? How will they be decided? How will they be enforced? Will there be any way to limit traffic to a predetermined level if much of the transportation load is generated outside the county?

## Will we have open transparent decision-making or furtive hasty deals?

- When do “the many” get to participate in a process to try to arrive at a solution to this problem? Isn’t the charter of the Board of Adjustments to look after “the public interest, the purpose and intent of this ordinance and substantial justice to all parties concerned”? How is this goal met by a pell-mell rush to approve mines without taking the time to put the impacted parties together in an open, transparent way to try to work out a solution that is acceptable to all?

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