

APPENDIX III

STRATEGY FOR IMPLEMENTING THE 2016 DULUTH-SUPERIOR PORT LAND USE PLAN RECOMMENDATIONS

April 2017

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OVERVIEW

The 2016 Duluth-Superior Port Land Use Plan identified 26 recommendations to be addressed. The goal of these recommendations is summarized by the following :

Market and Promote the Port and its Important Multi-Modal Assets
Spur Economic Development
Maintain or Expand Port Lands, Infrastructure, and Access
Ensure Long-term Sustainability of Dredging
Encourage Recreational Uses
Acknowledge Ecological Value of the Estuary and Harbor
Continue Pollution Prevention and Remediation Efforts

The Port Land Use Plan called for the 26 recommendations to be put into an action plan to facilitate implementation. This *Strategy for Implementing the 2016 Duluth-Superior Port Land Use Plan Recommendations* is the aforementioned action plan. The 26 recommendations have been grouped into like topics. There are 6 general topic groupings, as well as an “Other/Miscellaneous” grouping. The Port Land Use Plan Sub-Committee identified a leader or leaders, gave a priority rank, and anticipated completion timeline for each recommendation. These are detailed below, and are summarized in an implementation strategy table at the end of this document.

The sub-committee recommends two additional measures to better ensure the Port Land Use Plan Recommendations are implemented. The first is to include a 30-60 minute agenda item at the first Harbor Technical Advisory Committee (HTAC) meeting of the year (starting in 2018) dedicated to providing updates on how the implementation is progressing. The second is to include a short 5-10 minute reminder of the implementation strategy table and to share 1-2 recent implementation examples at each of the other quarterly HTAC meetings.

The sub-committee also recommends this *Strategy for Implementing the 2016 Duluth-Superior Port Land Use Plan Recommendations* be shared with all HTAC members, as well as with other interested stakeholders and partners.

Port Land Use Plan Sub-Committee members:

Dale Bergeron, Minnesota Sea Grant
Steve Brossart, U.S. Army Corps of Engineers
Gene Clark, Wisconsin Sea Grant
Deb DeLuca, Duluth Seaway Port Authority
Nelson French, Minnesota Pollution Control Agency
Bill Majewski, St. Louis River Alliance

Mike McCoshen, Hallett Dock Company
Mike Peloquin, Minnesota Dept. of Natural Resources
Steven Robertson, City of Duluth
Jason Serck, City of Superior
Jim Sharrow, Duluth Seaway Port Authority
Mike Wenholz, Metropolitan Interstate Council

Note: Wisconsin Department of Natural Resources has declined participation on the sub-committee at this time.

LIST OF EACH PORT LAND USE PLAN RECOMMENDATION, IDENTIFIED LEADER(S), PRIORITY RANK, AND ANTICIPATED COMPLETION TIMELINE, BY TOPICAL GROUPING

Market and Promote the Port

Recommendation 16: Continue to highlight and market our competitiveness as a gateway in moving freight to national and global markets. The general public should be educated on the importance of the port and its operations to the local, regional, national and global economies.

Identified Leader(s): Duluth Seaway Port Authority
Priority: Medium-High
Anticipated Completion: Ongoing

Recommendation 18: Seek opportunities to promote the port of Duluth-Superior as a key component of increasing overall resiliency in the national freight movement infrastructure. Identify a role that Duluth-Superior and the Great Lakes could play if other ports are unusable due to natural disasters.

Identified Leader(s): Duluth Seaway Port Authority
Priority: Medium-High
Anticipated Completion: Ongoing

Maintain or Expand Existing Port Infrastructure and Lands

Recommendation 1: Protect and enhance the utility of the federally designated shipping channel and all critical port infrastructure. Advocate for sufficient funding from dedicated federal sources. Develop an asset inventory to identify specific needs.

Identified Leader(s): U.S. Army Corps of Engineers
Duluth Seaway Port Authority
Priority: High
Anticipated Completion: 2017 and Ongoing

Recommendation 2: Port area lands with the combined characteristics of adjacent federal shipping channel access, and adequate rail and road access are to be given preference for future maritime development.

Identified Leader(s): Duluth Seaway Port Authority
Harbor Technical Advisory Committee (HTAC)
Priority: High
Anticipated Completion: December 2017

Recommendation 5: Identify opportunities for creative private, public, or public/private partnerships to rehabilitate and reuse underutilized dock structures for additional maritime commerce uses.

Identified Leader(s): Market-driven

Priority: Low
Anticipated Completion: Ongoing

Recommendation 15: Plan for the eventual completion of the Clure Terminal Expansion – Berths 8-11 and Ro-Ro Dock redevelopment.

Identified Leader(s): Duluth Seaway Port Authority
Priority: High
Anticipated Completion: 2018

Recommendation 20: Open Water Mitigation: Port stakeholders, working with resource agencies from both MN and WI, should develop strategies that would add greater clarity and certainty to the permitting process for open water construction projects within the harbor and for related open water mitigation requirements.

Identified Leader(s): HTAC Open Water Mitigation Subcommittee
Priority: High
Anticipated Completion: 2017

Recommendation 23: Encourage the development of vacant waterfront industrial land in Superior by working with land owners to promote their docks and/or structures for marine-based operations.

Identified Leader(s): City of Superior
Priority: Medium
Anticipated Completion: Ongoing

Maintain or Expand Adjacent Landside Access

Recommendation 3: Lands that are not waterfront properties but are strategically ideal for multi-modal transportation purposes due to road and rail access and current zoning should be maintained as industrial lands.

Identified Leader(s): Metropolitan Interstate Council (MIC)
Harbor Technical Advisory Committee (HTAC)
Priority: Medium
Anticipated Completion: 2017 and Ongoing

Recommendation 4: Look for opportunities to develop and enhance the Duluth-Superior port intermodal transportation function by seeking partnerships with rail and trucking companies to site and develop an intermodal transportation facility that is proximate to the port.

Identified Leader(s): Duluth Seaway Port Authority
Priority: High
Anticipated Completion: 2017 and Ongoing

Recommendation 11: Develop strategic landside access improvements to the port. Look at access improvements such as Rice’s Point and Interstate 35 connectors that will better accommodate efficient freight movements such as oversize/overweight cargoes and serve maritime/industrial development. Consider freight modeling to identify an efficient system of landside connections to the port.

Identified Leader(s): Metropolitan Interstate Council (MIC)
Harbor Technical Advisory Committee (HTAC)
Minnesota DOT
Priority: High
Anticipated Completion: 2017 and Ongoing

Recommendation 12: Review the Duluth-Superior area National Highway System (NHS) Connectors. The MIC should work with Federal Highway Administration, State DOTs, Duluth, and Superior to review the current system to ensure that the NHS Connectors serve to connect the port efficiently to the NHS.

Identified Leader(s): Metropolitan Interstate Council (MIC)
Many Other Stakeholders Playing a Role
Priority: High
Anticipated Completion: 2017-2018

Recommendation 13: Work with both Wisconsin and Minnesota DOTs to develop a plan for life extension and eventual replacement of the I-535 Blatnik Bridge that minimizes disruption to transportation needs and best serves the needs of commerce.

Identified Leader(s): Minnesota DOT
Metropolitan Interstate Council (MIC)
Priority: Medium
Anticipated Completion: 2022-2027

Recommendation 14: Plan and support improved and expanded rail service to the Rice’s Point and upper harbor areas.

Identified Leader(s): Market-driven
Priority: Low
Anticipated Completion: Ongoing

Recommendation 24: Work towards a better truck route system in Superior that focuses on multi-modal ties to the Port terminals by providing an alternative route to Belknap Street.

Identified Leader(s): Metropolitan Interstate Council (MIC)

Priority: City of Superior
Medium
Anticipated Completion: 2019

Dredging

Recommendation 7: Develop sites in both Duluth and Superior that could be used to temporarily store and dewater dredged materials from outside the Federal Navigational Channel in support of beneficial use projects.

Identified Leader(s): HTAC Dredging Subcommittee
Priority: Medium
Anticipated Completion: Ongoing

Recommendation 9: Port stakeholders, working with the USACE should develop a strategic plan addressing dredged material management that identifies future beneficial use projects and is consistent with the port community's goals and each state's enforceable policies. Port stakeholders should also work with the MN DNR, MPCA and WI DNR to ensure that polices and regulations favor beneficial use of dredged material.

Identified Leader(s): U.S. Army Corps of Engineers
Priority: High
Anticipated Completion: Unsure, but Ongoing

Recommendation 10: Update the Erie Pier Management Plan to reflect new state rules and regulations, best practices for dredged material management, and new technologies and opportunities for beneficial material use.

Identified Leader(s): HTAC Dredging Subcommittee
Priority: High
Anticipated Completion: June 2018

Recreational Uses

Recommendation 21: Public access to the waterfront and development of water trails should be encouraged where they do not conflict with existing waterfront businesses and maritime transport. Develop an asset inventory to identify specific options and needs.

Identified Leader(s): U.S. Coast Guard
Dale Bergeron
Priority: High
Anticipated Completion: 2017 and Ongoing

Recommendation 25: Recreational use of the harbor and estuary is encouraged when that use is compatible with maritime transportation, development that needs to be adjacent to the navigation channel, and consistent with other water dependent uses. Develop an asset inventory to identify specific options and needs.

Identified Leader(s): U.S. Coast Guard
Dale Bergeron
Priority: High
Anticipated Completion: 2017 and Ongoing

Ecological Values and Pollution Prevention and Remediation

Recommendation 8: Encourage land use management strategies that reduce sedimentation of the federal shipping channel.

Identified Leader(s): Numerous Federal, State, and Local Stakeholders
HTAC and MIC Staying Connected and Informed
Priority: High
Anticipated Completion: Ongoing

Recommendation 9: Port stakeholders, working with the USACE should develop a strategic plan addressing dredged material management that identifies future beneficial use projects and is consistent with the port community's goals and each state's enforceable policies. Port stakeholders should also work with the MN DNR, MPCA and WI DNR to ensure that polices and regulations favor beneficial use of dredged material.

Identified Leader(s): U.S. Army Corps of Engineers
Priority: High
Anticipated Completion: Unsure, but Ongoing

Recommendation 10: Update the Erie Pier Management Plan to reflect new state rules and regulations, best practices for dredged material management, and new technologies and opportunities for beneficial material use.

Identified Leader(s): HTAC Dredging Subcommittee
Priority: High
Anticipated Completion: June 2018

Recommendation 19: Continue to work with AOC resource agencies in furthering the remediation of contaminated sediments. Identify areas of common interest and mutual benefit with port maintenance operations, restoration and remediation activities.

Identified Leader(s): Harbor Technical Advisory Committee (HTAC)
Duluth Seaway Port Authority
Many Other Stakeholders Playing a Role
Priority: High
Anticipated Completion: Ongoing, 2020

Recommendation 26: Acknowledge the value of the ecological system in the estuary and harbor by protecting significant natural resources (as identified through a multi-agency effort based on resource assessment and evaluation) through the use of locally developed land use plans and ordinances, as well as state regulations.

Identified Leader(s): Numerous Federal, State, and Local Stakeholders
HTAC and MIC Staying Connected and Informed
Priority: Medium-High
Anticipated Completion: Ongoing (with annual reports on progress)

Other / Miscellaneous

Recommendation 6: Duluth and Superior should consider and adopt the Future Land Use Map in their comprehensive planning processes.

Identified Leader(s): Duluth Seaway Port Authority
Harbor Technical Advisory Committee (HTAC)
Priority: High
Anticipated Completion: December 2017

Recommendation 17: Support development of an additional Poe-sized lock at Sault St. Marie. Port stakeholders should continue efforts through established groups to lobby at the federal level to upgrade this critical piece of national infrastructure.

Identified Leader(s): Duluth Seaway Port Authority
Priority: High
Anticipated Completion: 2017 and Ongoing (as needed)

Recommendation 22: Encourage continued participation of port stakeholders in Harbor Technical Advisory Committee meetings and on its Subcommittees. Continue to build on collaborative relationships and trust that have developed over the years.

Identified Leader(s): Metropolitan Interstate Council (MIC)
Harbor Technical Advisory Committee (HTAC)
Priority: High
Anticipated Completion: Ongoing

IMPLEMENTATION STRATEGY SUMMARY TABLE

General Topics and Plan Recommendation #	Leader(s)	Priority ¹ L M H	Anticipated Completion ²
Market and Promote the Port			
16	DSPA **	M-H	ongoing
18	DSPA **	M-H	ongoing
Maintain or Expand Existing Port Infrastructure and Lands			
1	USACE/DSPA	H	2017/ongoing
2	DSPA/HTAC	H	12/2017
5	Market-driven	L	ongoing
15	DSPA	H	2018
20	OWM SC	H	2017
23	C of Superior	M	ongoing
Maintain or Expand Adjacent Landside Access			
3	MIC/HTAC	M	2017/ongoing
4	DSPA	H	2017
11	MIC/HTAC/DOT	H	2017/ongoing
12	MIC **	H	2017
13	DOT/MIC **	M	2022-2027
14	Market-driven	L	ongoing
24	MIC/C of Superior	M	2019
Dredging			
7	Dredging SC	M	ongoing
9*	USACE	H	unsure/ongoing
10*	Dredging SC	H	6/2018
Recreational Uses			
21	USCG/DB	H	2017/ongoing
25	USCG/DB	H	2017/ongoing
Ecological Values and Pollution Prevention & Remediation			
8	Federal, State, and Local Stakeholders ***	H	ongoing
9*	USACE	H	unsure/ongoing
10*	Dredging SC	H	6/2018
19	HTAC/DSPA **	H	ongoing/2020
26	Federal, State, and Local Stakeholders ***	M-H	ongoing
Other / Miscellaneous			
6 Duluth and Superior adopt a future land use map	DSPA/HTAC	H	12/2017
17 Advocate for additional lock at Sault St. Marie	DSPA	H	2017
22 Continuation of HTAC	MIC/HTAC	H	ongoing

¹ L M H = Low, Medium, High

² List a month and year or note that the action is continuous

* = Recommendation relevant to more than one general topic

** = with many other stakeholders playing a role

*** = with HTAC/MIC staying connected

Additional information and details in regard to everything listed in this summary table, including identifying/naming the acronyms, is provided in the text of the *Strategy for Implementing the 2016 Duluth-Superior Port Land Use Plan*.

