

Duluth-Superior Metropolitan Interstate Council

# HARBOR PLANNING 2010 WORK PROGRAM



**Duluth-Superior Metropolitan Interstate Council**  
*Guiding the Future of Transportation for the Twin Ports Area*

### **The Harbor Technical Advisory Committee's mission:**

- To provide a forum for the discussion of harbor-related issues and concerns;
- To promote the harbor's economic and environmental importance to the community;
- To provide sound planning and management recommendations to the Metropolitan Interstate Council.



### **Duluth-Superior Metropolitan Interstate Council**

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*Guiding the Future of Transportation for the Twin Ports Area*

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## 2010 Duluth-Superior Harbor Planning Work Program

The following work program identifies projects and initiatives that support the mission of the Harbor Technical Advisory Committee (HTAC). The Arrowhead Regional Development Commission (Minnesota) and Northwest Regional Planning Commission (Wisconsin) are committed to working cooperatively through the Metropolitan Interstate Council (MIC) to complete these tasks. The funding to implement this work plan will come from the MIC's 2010-2011 Unified Transportation Planning Work Program and Budget as well as funding from HTAC member organizations.

### 1. Coordination, Information Exchange, and Group Facilitation

MIC staff will continue to promote the HTAC mission, which is to provide a forum for the discussion of harbor related issues and concerns, promote the harbor's economic and environmental importance to the community and provide sound planning and management recommendations to the MIC.

#### **Provide staffing services to HTAC**

Comprised of representatives from state agencies, local units of government, maritime interests, and environment organizations and staffed by MIC, the HTAC is an established forum for discussing environmental and transportation issues within the harbor. As an advisory committee of the MIC, HTAC will have the opportunity to forward policy-related motions for the MIC's consideration. MIC has identified the following tasks for the 2010 work program:

- A. Organize and staff quarterly HTAC meetings. The purpose of these meetings will be to report on progress made on the work program activities outlined in this document and to provide a forum for discussing the status of ongoing harbor-related projects and issues.
- B. MIC staff is in the process of working with HTAC stakeholders in updating the Duluth-Superior Harbor Partnering Agreement, which was established in 1996 and last updated in 1999. This Partnering Agreement as a commitment between federal agencies, state agencies, and local units of government to work cooperatively on environmental and navigation issues in Western Lake Superior and along the St.

Louis River. See page 4 of for details of the update. When the update is completed, MIC staff will work toward implementing the goals and objectives outlined in the new Partnering Agreement.

**Coordination, Information Exchange, Group Facilitation and  
Implementation of Partnering Agreement**

**\$18,500**

## 2. Subcommittee Facilitation and Coordination

The HTAC has established a sub-committee process in which a subset of HTAC members convenes between meetings to discuss issues and bring recommendations to the HTAC. Currently, the active subcommittees include Dredging, Modeling, Partnering Agreement, Membership and Bylaws, and Advocacy Coalition.

### Staff HTAC Subcommittees

#### **Partnering Agreement**

A new subcommittee was appointed in September 2009 and charged with reviewing and updating the Duluth Superior Harbor Partnering Agreement. The Partnering Agreement was last updated in 1999. Tasks under way or proposed for 2010 include determining participating agencies or groups, developing a statement of purpose, reviewing/developing goals and objectives, and documenting accomplishments of the HTAC over the past ten years. The subcommittee will conclude their work in 2010 with an updated Partnering Agreement.

#### **Advocacy Coalition**

This subcommittee is referred to as the Great Lakes Ports Advocacy Coalition and its mission is to raise awareness about funding Great Lakes maritime infrastructure. Great Lakes ports are currently bearing a larger share of federal budget cuts and receive less federal investment in infrastructure than coastal ports and inland river ports. In the case of the Ohio River ports, organized advocacy groups have been effective at lobbying federal lawmakers in Washington D.C. Members of the Advocacy Coalition were encouraged to join the Great Lakes Maritime Task Force since their policies and positions are very similar to the Coalition's mission.

We have organized port forums in 2007 and 2008 with Congressman Jim Oberstar that included a large number of port stakeholders. We propose to organize a similar event in 2010 contingent on the Congressman's schedule.

#### **Dredging**

The Dredging Subcommittee is looking at short and long term strategies for dredge material management. Short term strategies include developing Erie Pier as a recycling facility. Long term strategies include potential development of beneficial reuse habitat creation projects and continued recycling of dredge materials at Erie Pier. MIC staff will be assisting this subcommittee by performing meeting facilitation and assisting in the implementation of the Erie Pier Management Plan.

The Dredging Subcommittee completed the Erie Pier Management Plan in 2007 and will be continuing implementation work in 2010. Specific activities could include developing a marketing strategy, creating a purple loosestrife management strategy, promoting use of dredged material in mineland reclamation projects and promoting Erie Pier Processing and Reuse Facility as a model for other ports operating CDFs. Work groups will be formed and seek volunteers to continue the implementation activities.

UMD researchers finished the second phase of the *Erie Pier Process Re-use Facility Cost and Market Analysis*. The Dredging Subcommittee will use this information as they move forward with implementing the Erie Pier Management Plan.

In 2008, the Army Corps agreed the Duluth-Superior port needed to update the Dredge Material Management Plan (DMMP). In the second half of 2008, the Dredging Subcommittee considered potential sites in the harbor for the management and reuse of dredged materials and prioritized and forwarded a list of sites to the Corps for consideration in the DMMP update. The Corps recently announced they have funding to move forward in this process. The Dredging Subcommittee will assist where necessary in 2010.

### **Membership**

The Membership and Bylaws Subcommittee meets annually to review membership issues, attendance information and to discuss any needed changes to the HTAC bylaws. These meetings may be a series of email contacts to better facilitate the review of materials. MIC staff will assist this subcommittee by bringing relevant materials to the attention of subcommittee members.

### **Modeling**

The Modeling Subcommittee is charged with reviewing models developed for the St. Louis River and working toward identifying data gaps and compiling information to improve existing modeling tools. Topics of focus may include the further examination of the usefulness of modern acoustic methods in modeling the lake or harbor bottom and the Watershed Analysis Risk Management Framework (WARMF) Model. MIC staff will assist this subcommittee by performing meeting facilitation and bringing related issues to the attention of the subcommittee.

**Subcommittee Facilitation and Coordination**

**\$20,100**

### 3. Program Development/Other Activities

#### Program Development Activities

In order to allow the HTAC to investigate other harbor issues of concern, MIC staff will seek, as appropriate, additional funds through grants or contracts to fund further studies and plans. Some potential ideas and activities are listed below:

- A. The MIC working with MnDOT, WisDOT and other partners has completed the Northern Minnesota – Northwest Wisconsin Freight Plan. The study documented the existing freight system in Northeast Minnesota and Northwest Wisconsin, identified deficiencies, described current programs and produced recommendations. The MIC has budgeted direct funds to work with freight stakeholders to implement this plan. MIC staff will make sure that the HTAC is well informed of freight related initiatives.
- B. Work with port stakeholders as the DMMP update moves toward implementation.
- C. Staff Duluth Brownfields Advisory Board. Monitor brownfield issues on the Superior side of the harbor. Bring harbor-related brownfield issues to the attention of HTAC stakeholders.
- D. Participate on the Bayfront Small Area Plan study committee. Update HTAC on development ideas and proposals.
- E. Assist in disseminating and incorporating information from the GIS-based Sediment Quality Database for the St. Louis River Area of Concern into harbor planning activities.
- F. Promote HTAC as a model that other ports could use for port planning activities. Look for opportunities to share our success stories with other ports around the country.
- G. Participate with port stakeholders in promoting development of research activities that promote and improve maritime transportation technologies.
- H. Advocate for port development activities on a state and federal level.

**Program Development / Other Activities**

**\$9,300**

## 4. Work Program Funding

The budget for the 2010 harbor work program is \$47,900. The MIC has committed to this amount in its approval of the 2010-2011 Unified Transportation Planning Work Program and Budget.

In the past, the MIC has asked HTAC member organizations for financial support. Agencies that are members of the Partnering Agreement have been asked to set aside \$5,000; these agencies include the Army Corps of Engineers, Duluth Seaway Port Authority, City of Superior, Minnesota Pollution Control Agency, Minnesota Department of Natural Resources (DNR) and Wisconsin DNR. Other HTAC member organizations have been asked to set aside \$1000-\$2,000 or the equivalent in-kind time. Large-scale projects such as the Duluth-Superior Port Land Use Plan and Erie Pier Management Plan as well as the February 2007 Oberstar Luncheon and the March 2008 Oberstar Dinner have been funded solely from MIC planning funds.

The MIC has shown recent support for harbor planning by increasing the budget dedicated to HTAC activities. To maintain the current level of staffing for harbor planning, MIC will be seeking additional funds from member organizations in 2010 and beyond. The MIC currently has agreements from some of agencies to provide funding support, and will be following up with other agencies on our prior requests. HTAC member organizations should consider budgeting matters for current and future planning efforts. To assist with these efforts, the HTAC Chair will work with MIC staff to contact HTAC member organizations.

<b>Coordination, Information Exchange, Group Facilitation and Implementation of Partnering Agreement</b>	<b><u>\$18,500</u></b>
<b>Subcommittee Facilitation and Coordination</b>	<b><u>\$20,100</u></b>
<b>Program Development / Other Activities</b>	<b><u>\$9,300</u></b>
<b>2009 Total HTAC Funding</b>	<b><u>\$ 47,900</u></b>

## Harbor Technical Advisory Committee (HTAC) Meeting Locations

\* **March 3rd & September 1st** meetings held at the WITC Conference Center, 600 North 21st Street, Superior, WI

\*\* **June 2nd & December 1st** meetings held at the Inn on Lake Superior, 350 Canal Park Drive, Duluth, MN

*All meetings begin at 9:00 a.m.  
Agenda and meeting materials will be e-mailed one week prior to meeting date*

## 2010 HTAC Meeting Schedule

<p><b>January</b></p> <p>S M T W T F S</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28 29 30</p> <p>31</p>	<p><b>February</b></p> <p>S M T W T F S</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28</p>	<p><b>March *</b></p> <p>S M T W T F S</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30 31</p>
<p><b>April</b></p> <p>S M T W T F S</p> <p>1 2 3</p> <p>4 5 6 7 8 9 10</p> <p>11 12 13 14 15 16 17</p> <p>18 19 20 21 22 23 24</p> <p>25 26 27 28 29 30</p>	<p><b>May</b></p> <p>S M T W T F S</p> <p>1</p> <p>2 3 4 5 6 7 8</p> <p>9 10 11 12 13 14 15</p> <p>16 17 18 19 20 21 22</p> <p>23 24 25 26 27 28 29</p> <p>30 31</p>	<p><b>June **</b></p> <p>S M T W T F S</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30</p> <p>30 31</p>
<p><b>July</b></p> <p>S M T W T F S</p> <p>1 2 3</p> <p>4 5 6 7 8 9 10</p> <p>11 12 13 14 15 16 17</p> <p>18 19 20 21 22 23 24</p> <p>25 26 27 28 29 30 31</p>	<p><b>August</b></p> <p>S M T W T F S</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30 31</p>	<p><b>September *</b></p> <p>S M T W T F S</p> <p>1 2 3 4</p> <p>5 6 7 8 9 10 11</p> <p>12 13 14 15 16 17 18</p> <p>19 20 21 22 23 24 25</p> <p>26 27 28 29 30</p>
<p><b>October</b></p> <p>S M T W T F S</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28 29 30</p> <p>31</p>	<p><b>November</b></p> <p>S M T W T F S</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30</p>	<p><b>December **</b></p> <p>S M T W T F S</p> <p>1 2 3 4</p> <p>5 6 7 8 9 10 11</p> <p>12 13 14 15 16 17 18</p> <p>19 20 21 22 23 24 25</p> <p>26 27 28 29 30 31</p>