

**Environment and Natural Resources Trust Fund
2016 Request for Proposals (RFP)**

Project Title:

ENRTF ID: 179-G

Minnesota Point Pine Forest SNA Addition Project

Category: G. Land Acquisition for Habitat and Recreation

Total Project Budget: \$ 500,000

Proposed Project Time Period for the Funding Requested: 1 year, July 2016 to June 2017

Summary:

This project consists of the acquisition of 10.35 acres of land to be added to the existing Minnesota Point Pine Forest SNA located along the shores of Lake Superior.

Name: Tom Werner

Sponsoring Organization: Duluth Airport Authority

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Duluth MN 55811

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Location

Region: NE

County Name: St. Louis

City / Township: Duluth

Alternate Text for Visual:

Map shows the location of the existing SNA and the land that will be added to it.

_____ Funding Priorities	_____ Multiple Benefits	_____ Outcomes	_____ Knowledge Base
_____ Extent of Impact	_____ Innovation	_____ Scientific/Tech Basis	_____ Urgency
_____ Capacity Readiness	_____ Leverage	_____ TOTAL	_____ %



Environment and Natural Resources Trust Fund (ENRTF)

2016 Main Proposal

Project Title: *[Insert "Project Title" here in document header]*

PROJECT TITLE: Minnesota Point Pine Forest SNA Addition Project

I. PROJECT STATEMENT

The Duluth Airport Authority (DAA), in cooperation with the Minnesota Department of Natural Resources, is requesting \$500,000 from the LCCMR for the acquisition of 10.35 acres of land to be incorporated into the existing Minnesota Point Pine Forest Scientific and Natural Area (SNA) along the shores of Lake Superior. The existing SNA and the additional property to be added to this SNA is located adjacent to the DAA's Sky Harbor Airport.

The Sky Harbor Airport has been in operation on Minnesota Point since 1939 and consists of a single 3,050 runway and a seaplane ramp and dock for seaplane access. The airport serves a wide variety of users including multiple businesses and the U.S. Custom Services.

Over the years, a number of red and white pines located at the south end of the runway within airport property and the SNA have grown tall enough to be considered an obstruction for aircraft on approach to the airport. In 2006, MNDOT has directed the DAA to clear the trees on the approach to the runway in order to maintain their State of Minnesota airport license. All parties agree that cutting down an old growth forest on the unique shores of Minnesota Point would be a poor environmental and community choice.

The DAA has worked diligently to come up with a solution that prevents the need to remove any trees or engage in any activities that will harm the SNA. Some of the options included closure of the airport, relocation of the runway and various runway configurations. The DAA's solution to this challenge is to construct a new, shortened, 2,600 runway, at a cost exceeding \$11,000,000, on a portion of the DAA's property that relocates the runway approach outside of the SNA (See attached map). The FAA has signed the Finding of No Significant Impact/Record of Decision (FONSI/ROD) for this solution. The DAA has a commitment from the Federal Aviation Authority to provide up to 90% of the funding for the runway project. The DAA will need to provide local matching funds totaling \$1,500,000 to fund the balance of the project.

The DAA's intention, if successful with this LCCMR application, is to provide the requested \$500,000 to the DNR to allow them to purchase the 10.35 acres of DAA property and add it to their existing SNA (See attached DNR letter of support). The DAA will then use the money from the land sale as a part of the needed local match for their runway realignment project.

The proposed acquisition of a 10.35 acre addition to the SNA is a very high priority to implement the SNA Strategic Land Protection Plan. The proposed parcels are within an Outstanding Site of Biodiversity Significance, Minnesota Point Central. This site captures the best quality combination of native plant communities and rare features on Minnesota Point. Several state listed species occur on the parcels, or on adjacent parcels with similar habitats. These include five Special Concern, four Threatened, and one Endangered species. Of these species, three are found exclusively on Minnesota Point in Minnesota. Four native plant communities have been mapped on the parcels: Red Pine – White Pine Woodland (Minnesota Point), Beachgrass Dune (Lake Superior), Juniper Dune Shrubland (Lake Superior), and Sand Beach (Lake Superior). All four have a state conservation state rank of Critically Imperiled. Three of these communities are found exclusively on Minnesota Point in Minnesota and one has only been identified at one other site in Minnesota.

The successful receipt of LCCMR monies and the completion of the airport realignment project will have a multitude of positive benefits. The existing SNA will be protected, an additional 10.35 acres of DAA property will be added to the SNA, the DAA will have its matching funds and will not be in jeopardy of losing a significant amount of Federal dollars and the airport will continue to function in an efficient and effective manner.



PROJECT TITLE: Minnesota Point Pine Forest SNA Addition Project

II. PROJECT ACTIVITIES AND OUTCOMES

Activity 1: Land Acquisition – 10.35 Acres to be added to the existing Minnesota Point Pine Forest SNA **Budget: \$500,000**

Outcome	Completion Date
1. Land Acquired by the DNR and added to the SNA	July 2017
2.	
3.	
Etc.	

III. PROJECT STRATEGY

A. Project Team/Partners

The project team partners will be the Duluth Airport Authority, City of Duluth and the Minnesota Department of Natural Resources. Partners will also include funding agencies including the FAA and MNDOT.

B. Project Impact and Long-Term Strategy

The addition of these parcels to the existing SNA will benefit management, preservation, and enforcement efforts. For example, management of invasive species will be more efficient and effective across the site while operating under a single ownership.

Overall, incorporating additional parcels, both interior and exterior of the existing SNA boundary, will generate contiguous habitat for existing rare species across a large portion of the sand spit, improve SNA management options, and further protect the rare geological features by extending current protections administered to the designated SNA features.

C. Timeline Requirements

The land mentioned will be available to be purchased upon notification of LCCMR award and once necessary appraisals and closing documents are completed and executed.

2016 Detailed Project Budget

Project Title: Minnesota Point Pine Forest SNA Addition Project

IV. TOTAL ENRTF REQUEST BUDGET 1 year

<u>BUDGET ITEM</u>	<u>AMOUNT</u>
Personnel:	\$ -
Professional/Technical/Service Contracts:	\$ -
Equipment/Tools/Supplies:	\$ -
Acquisition (Fee Title or Permanent Easements): 10.35 acres - Minnesota DNR	\$500,000
Travel:	\$ -
Additional Budget Items:	\$ -
TOTAL ENVIRONMENT AND NATURAL RESOURCES TRUST FUND \$ REQUEST =	\$ 500,000

V. OTHER FUNDS

<u>SOURCE OF FUNDS</u>	<u>AMOUNT</u>	<u>Status</u>
Other Non-State \$ To Be Applied To Project During Project Period: N/A	\$ -	
Other State \$ To Be Applied To Project During Project Period: N/A	\$ -	
In-kind Services To Be Applied To Project During Project Period: N/A	\$ -	
Funding History: N/A	\$ -	
Remaining \$ From Current ENRTF Appropriation: N/A	\$ -	

Environment and Natural Resources Trust Fund 2016 Proposed Acquisition/Restoration List

INSTRUCTIONS:

1. Fill in "Project Title", "Project Manager Name", "Organization", and "ENRTF \$ Request" below.
2. For each individual acquisition or restoration parcel that is being considered as possible/proposed under this proposal, please indicate a parcel name, geographic coordinates (latitude/longitude), estimated cost, county, ecological significance, activity description, # of acres, # of shoreline miles (if applicable), type of landowner, and proposed final holder of any fee title or conservation easement. One row per individual land parcel. Add or delete rows as necessary.
3. Use the "Notes" section at the bottom of the page to provide any additional information pertaining to the acquisition list. If there is any requested information you are unable to provide for any of the parcels, please provide an explanation here.
4. Delete this row containing these instructions and any unused rows before submission.
5. Document will be printed on letter size paper - landscape orientation - let rows expand to multiple lines to fit in applicable information.

Columns

#: Number each parcel 1 through the total number of parcels.

Acquisition or Restoration Parcel Name: Provide a working title or name used to identify each parcel/restoration area.

Geographic Coordinates: Provide latitude and longitude coordinates for the location of the parcel - preferably the center of the parcel (centroid). Coordinates should be in the format: [Degrees]° [Minutes]' [Seconds]" [Hemisphere]

Estimated Cost: Provide an estimated cost pertaining to each parcel.

County: County in which the parcel is located.

Ecological Significance: Provide a description of the type of ecosystem that exists on a parcel (e.g., prairie, forest, wetland, savanna) and any ecological significance particular to the parcel.

Activity Description: Provide a description of the activity or activities to occur on the parcel (e.g., fee title acquisition, conservation easement acquisition, site preparation, removal of woody vegetation). For conservation easements indicate whether the easement would be donated or purchased.

of Acres: Indicate the size of the parcel to be acquired or restored in acres.

of Shoreline Miles: If applicable, indicate the number of shoreline miles being impacted.

Type of Landowner: Indicate the type of current landowner (e.g., private individual/trust, non-profit organization, for-profit entity)

Proposed Fee Title or Easement Holder (if applicable): For land acquisition, indicate the organization or entity that will hold title of lands once acquired.

Project Title: Minnesota Point Pine Forest SNA Addition

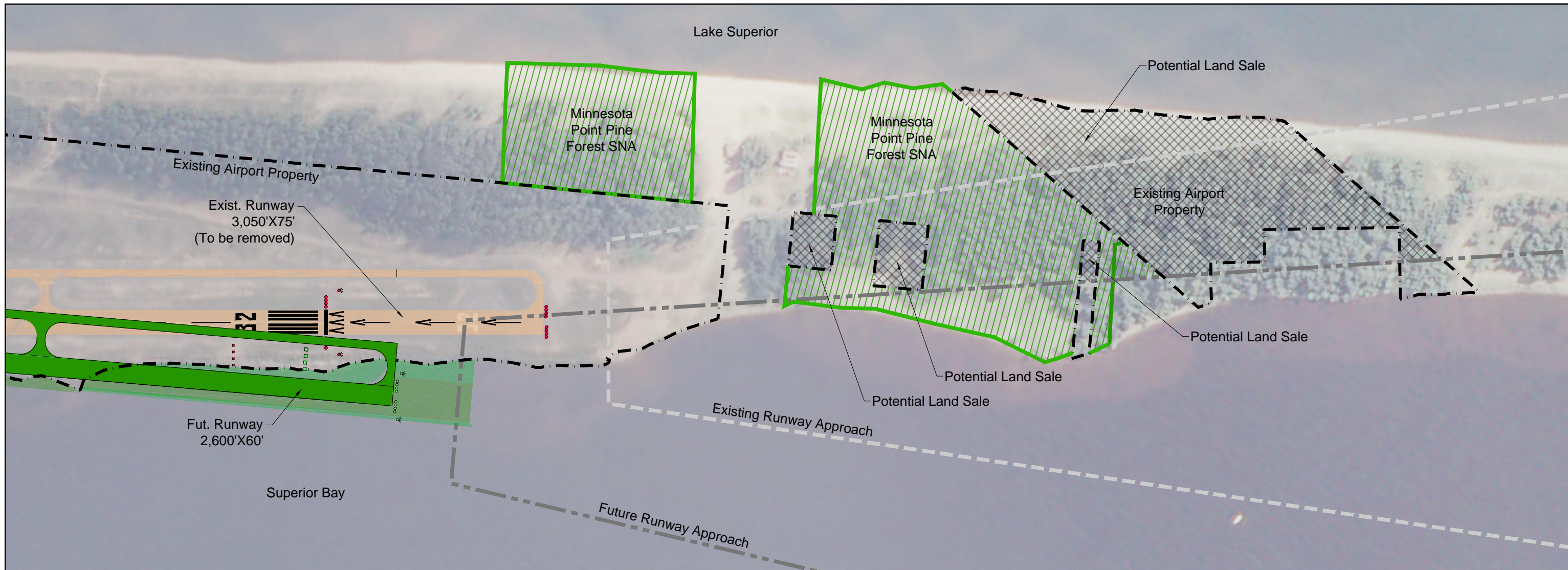
Project Manager Name: Tom Werner

Organization: Duluth Airport Authority

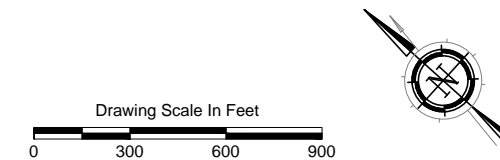
ENRTF \$ Request: \$500,000

#	Acquisition or Restoration Parcel Name	Geographic Coordinates Format: [Deg.]° [Min.]' [Sec.]" [Hemis.]		Estimated Cost	County	Ecological Significance	Activity Description	# of Acres	# of Shoreline Miles	Type of Landowner	Proposed Fee Title or Easement Holder (if applicable)
		Latitude	Longitude								
1	SNA Addition	46° 43'19.69"N	92° 02'36.38"W	\$500,000	St. Louis	4 critically imperiled (S1) communities incl. white pine woodland & beachgrass dune	Fee Title Acquisition	10.35	0.195	Public	MN DNR
2											
3											
4											
5											
6											
7											
8											
9											
10											

NOTES:



Keymap







Potential Land Sale Areas

MINNESOTA POINT PINE FOREST SNA PROJECT
SKY HARBOR AIRPORT
Duluth, MN

Short Elliott Hendrickson Inc. SEH ®

Legend

-  Duluth Airport Authority Property
-  Alternative 5a Short (2,600' Runway)
-  DNR Scientific and Natural Area
-  Potential Airport Land Sale Area



Project Number
ADULA10801.00

ENRTF ID: 179-G

Figure
A

PROJECT TITLE: Minnesota Point Pine Forest SNA Addition Project

Project Manager Qualifications and Organization Description

Project Manager Qualifications

The manager for this project is Tom Werner. Tom has been the Executive Director of the Duluth Airport Authority (DAA) since October of 2012. Prior to his appointment as executive director, Tom held several different positions within the Duluth Airport Authority, including airside manager and operations director. During his tenure as operations director, he oversaw the final construction phase of the \$80 million passenger terminal at the Duluth International Airport. Tom's work as Executive Director consists of the oversight of all airport activities at both the Duluth International Airport (DLH) and the Duluth Sky Harbor Airport (DYT). These activities include administration, planning, budgeting and project development. He also has over 20 years military engineering experience including runway construction and planning, airfield master planning, contingency base development and road construction project movement.

Tom's active projects include:

- Environmental Assessment (EA) for the Runway 32 Approach Obstruction Removal Project to Protect the Minnesota Point Pine Forest Scientific and Natural Area (SNA) at Duluth Sky Harbor Airport
- Active member of the advisory committee to develop proposed changes to the current airport zoning and compatible land use statutes under Chapters 360 (Airports and Aeronautics), with corresponding adjustments to Chapters 394 (County planning) and 462 (Municipal planning)
- Lake Superior College Center for Advanced Aviation hangar development
- Other applicable projects include Master Plan and Airport Layout Plan (ALP) Development at both Duluth International and Sky Harbor Airports, and the Runway 9/27 Reconstruction at Duluth International Airport.

Organization Description

The Duluth Airport Authority (DAA) was chartered in 1969 by the Minnesota Legislature and tasked with administering Duluth's airports on behalf of the City of Duluth. One main objective of the DAA is to promote and grow aviation in support of Duluth's economic vitality.

Duluth International Airport (DLH) is a city-owned, public-use, joint civil-military airport located five nautical miles (9 km) northwest of the central business district of Duluth, a city in Saint Louis County, Minnesota, United States. It serves the Twin Ports area including Superior, Wisconsin. It is used for general aviation and also provides commercial airline service. Overall, it is the third busiest airport in Minnesota, behind Minneapolis–St. Paul International Airport and Rochester International Airport. However, it is the second busiest commercial passenger airport in Minnesota, behind only Minneapolis–St. Paul International Airport.

The Minnesota Air National Guard's 148th Fighter Wing, equipped with F-16C Fighting Falcons, is based at Duluth Air National Guard Base.

Duluth Sky Harbor Airport (DYT) is a city-owned, public use airport located five nautical miles (9 km) southeast of the central business district of Duluth. Sky Harbor consists of a single paved runway and a seaplane ramp and dock for seaplane access. The unique location of the airport allows it to serve a wide variety of users including multiple businesses and US Custom Services.

