Henry Pontarelli, Lisa Wise Consulting, and NWWN
Mark Breederland, Michigan SeaGrant, and NWWN
Chris Hermann, MKSK
Peter Malinowski, Billion Oyster Project
Susan Taylor, St. Louis Port Authority
U.S. WATERFRONT ECONOMY: DIVERSE & VALUABLE

- 149,000 businesses
- 3 million employees
- $117 billion in wages
- $359 billion GDP
- Shipping $886m
• Economic Analysis
• Strategic and Land Use Planning
• Community Engagement
• National Working Waterfront Network
PORT SAN LUIS: INNOVATIVE FUNDING

Non-Traditional Financing:
• Public Agency Loan

Implementation Strategy:
• Development Permit
• Private Investment
Land Use Plan:
• Driver for Investment

Implementation Strategy:
• Lease Stability
• Stakeholder Awareness
• Cultural Connection
MICHIGAN’S FISHTOWN:
LELAND, MICHIGAN
FISHTOWN, LELAND, MI

Commercial and sport fishing village that embraces history and natural environment
FISHTOWN

AUTHENTIC WORKING WATERFRONT

1920

Today
FISHTOWN
AUTHENTIC WORKING WATERFRONT

1920

Today
Preservation Society: provide visitors with access to authentic, active fishing village...
HISTORIC PRESERVATION AND COMMUNITY INVOLVEMENT

... and inspire a sense of community, responsibility and stewardship
FISHTOWN

NAGGING CHALLENGES

Dredging for harbor access
Who We Are

Fishtown is a collection of weathered fishing shanties, smokehouses, overhanging docks, fish tugs and charter boats along the Leland River in Leland, Michigan. The heart of a commercial fishing village, Fishtown is where we can still see and feel a connection to the long tradition of Great Lakes maritime culture.

Learn More

What We Do

Fishtown Preservation is a not-for-profit organization dedicated to preserving the historical integrity of Fishtown and ensuring that it continues as a publicly accessible and authentic connection to local and regional history, Great Lakes commercial fishing, and maritime traditions and experiences.

Learn More

You Can Help

Few places are as real as Fishtown. Here we can preserve a living link to a long Great Lakes maritime heritage, as well as to our own families and memories. We want to ensure that Fishtown remains alive for future generations. Your participation will make all the difference for Fishtown.

Learn More
TRANSFORMING THE COLUMBUS RIVER
COLUMBUS RIVERFRONT – LONG-STANDING ISSUE

Columbus Evening Dispatch, June 6, 1926

Columbus Evening Dispatch, 1920
RE-STARTED WITH A VISION

Riverfront Vision Goals - 1997

• The river should contribute to the overall image of Columbus.
• The river should be a destination in and of itself.
• The river should be a connector between activities and places.
• New development should be mixed use and mixed income.
• The river should be accessible by diverse communities.
• The riparian environment is a special asset to the city.
SCIOTO MILE - 2011
RIVERFRONT TRANSFORMATION

- 5 NEW BOAT LAUNCHES
- 33 ACRES (nearly half of the parkland was created by removing the Main Street Dam)
- 1.5 MILES OF NEW CYCLE PATHS
- 78% INCREASE IN LINEAR FOLIAGE OF MINIMUM 150 PLANTS WITH MORE RESTORATION
- 1ST URBAN AUDUBON CENTER IN OHIO
- 1400+ NEW TREES PLANTED
- 4+ MILES OF NEW WALKING PATHS
- 179 ACRES OF NEW AND RESTORED TOTAL PARKLAND
- 153 ACACIA TREES
- 26A NEW BOAT LAUNCHES
RIVERFRONT TRANSFORMATION

$220 Million  CIVIC INFRASTRUCTURE

$1.36 Billion  PRIVATE INVESTMENT
BILLION OYSTER PROJECT
BILLION OYSTER PROJECT

• Restoring a native keystone species to New York Harbor

• Reconnecting New Yorkers to the water by engaging them directly in the work of restoring oysters
Harbor School Student

• Specialize in one of six Marine Fields
  • Aquaculture
  • Vessel Operations
  • Marine Systems
  • Ocean Engineering
  • Marine Biology
  • Professional Diving
LEARN BY DOING
OYSTER RESTORATION STATIONS

Oyster Restoration Research

• Oyster Growth and Survival
• Mobile Invertebrates
• Sessile Invertebrates
• Water Quality
• Site Conditions

The three components of the ORS are, from top to bottom:

- Oyster cage
- Mobile organism trap
- Settlement panels (tiles)
BRINGING RESTORATION TO SCALE
CITY-WIDE EFFORT

Various Stakeholders

• Restaurants
• Schools
• Community Groups
• Non-Profits
• Government Agencies
Port of Metropolitan St. Louis

- 70 miles long (per Army Corps)
- 130 shipping facilities in MO and IL
- 17th largest US port: 109M tons/yr
- 11 river crossings here
- 40% of US agricultural output moves on the Mississippi annually
- $405B Mississippi River total economic value/year
- 300’ wide channel, 9’ minimum depth
- Northernmost ice-free and lock-free port on the Mississippi
ST. LOUIS PORT AUTHORITY

UPPER MISSISSIPPI RIVER L&D #15 IN ROCK ISLAND, IL: BREAK TOW TO LOCK THROUGH

BARGE SHIPPING

LOWER MISSISSIPPI RIVER TOW: 48 HOPPER BARGES

FLEETING (BARGE PARKING LOTS)
Multi-modal: 7 interstates, 6 Class one railroads, 2 international airports, 6 major barge lines, 15 natural gas and refined-product pipelines
How does each compare?

1,050 Large Semi Tractor-Trailers

One 15-Barge Tow

216 Rail Cars + 6 Locomotives

Ton-miles Traveled per Gallon of Fuel

Units to Carry 1,750 Short Tons of Dry Cargo

- 1 barge
- 16 rail cars
- 70 trucks

Barges have the smallest carbon footprint among other transportation modes.

To move an identical amount of cargo by rail generates 30% more carbon dioxide than by barge, and 1,000% more emissions by trucks than by barge.
St. Louis Port District
- 6,000 acres
- 19-mile riverfront
  - 2/3 leased by Port Authority to private shippers/carriers
  - 20M tons/year

Municipal River Terminal (public dock)
- 40 acres, 4300’ shoreline, 67 barge fleeting
- 2000’ dock, 250-ton crane load
- RR spur into facility
- Direct access to I-70, new Mississippi River Bridge
- 250K SF warehousing
Operated by SCF Lewis and Clark Terminals
MUNICIPAL RIVER TERMINAL DOCK MODERNIZATION (2013)
$20M = $16M federal grant + $4M Port Authority

Old South Dock, abandoned Middle Dock
1470’ mooring: 5-6 barges

Rebuilt South Dock, new Middle Dock
2000’ mooring: 8-10 barges
**ST. LOUIS PORT AUTHORITY**

**North Dock Upgrade, 2015**
$664K = $389K state grant + $275K Port Authority

**Warehouse Lighting, 2016**
$664K = $317K state grant + $149K SCF

**Railroad Improvements, 2017**
- $44K rail access plan = $44K Port Authority
- $1.5M track design/construction = $1.2M state + $300K SCF
- $3M track construction = $3M SCF
East West Gateway Council of Governments
Metropolitan Planning Organization, receives federal transportation funds
http://www.ewgateway.org/freight/freight.htm

Regional Freight Plan, completed 2012, recommended:

We must compete as a region
1. Create Regional Freight Authority
2. Create Regional Freight District
3. Develop Prioritized List of Regional Projects

Mary Lamie, P.E., Executive Director, Started July 1, 2015
http://www.thefreightway.com/
Mississippi River Cities & Towns Initiative (www.mrcti.org)

- Created in 2012, based in St. Louis
- 124 mayor led cities and towns on main stem, 70 joined MRCTI
- Mayor Slay was founding mayor

The Mississippi River Cities and Towns Initiative (MRCTI) matters of concern:
- River water quality and habitat restoration
- State coordination around River management and improvement
- More impactful water conservation measures
- Sustainable economies
- Celebration of the River culture and history

Mayors Set to Meet in DC

Mayors will gather in Washington, DC Feb 28-March 2, 2017 to make a critical push for valuable infrastructure investment from the incoming administration. Mayors have set both natural and conventional infrastructure as a priority and will meet with Washington leaders to devise a plan forward.
Mississippi River Cities & Towns Initiative

300 years of America’s Manifest Destiny

- $165 million enacted for Section 319 Water Pollution Grants
- $100 million enacted for Pre-Disaster Mitigation Grants
- Established Sustainable Waterfront Development Fund
- Re-Linked conservation compliance to crop insurance
- $5 million enacted for the Marine Highway Program
- Preserved SPAs above $2 billion for FY 2015

MRCTI Global River Talks
Sustaining the World’s Food-Producing Rivers
COP 21, Paris, France 2015

At COP 21 in Paris, Mayors of the Mississippi River successfully brokered a food and water security agreement among 15 nations in North America, Europe, and Africa.

The Mississippi River ranks first in the world’s food-producing river basins. For the first time, the Mississippi is taking a leadership role in sustaining the world’s freshwater ecosystems and economies.

At the World Assembly of River Basins in Merida, Mexico, MRCTI Co-Chair, Gretna, LA Mayor Bellinda Constant successfully brokered a food and water security agreement with river basin organizations comprised of over 70 nations.

This was the first time the Mississippi River specifically represented at the International Network of Basin Organizations’ World Assembly. Recognizing the impact of climate change on the world’s food-producing river basins, river networks from Africa, Europe, South America, and North America were eager to sign.

Following global river talks in Paris during COP 21 and in Mexico during the World Assembly of River Basins last week, Mayors of the Mississippi River Cities & Towns Initiative (MRCTI) represented America’s most important waterway at the U.S.-China Climate Leaders Summit presenting on the importance of river valley ecology in capturing carbon.

Mayor Chris Coleman of St. Paul, MN and Mayor Roy Buol of Dubuque, IA urged important natural infrastructure provided by river valleys be made part of city carbon reduction efforts and called for a profile of the Mississippi River’s environmental services.
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