



**HTAC Voting Members Present**

<b>Name</b>	<b>Organization</b>	<b>Sector Representing</b>
Ed Anderson	MIC Policy Board	Regional
Dan Belden	Western Lake Superior Sanitary District	Regional
Cameron Bertsch	Douglas County	County
Steve Brossart	US Army Corps of Engineers	Federal
Deb DeLuca ( <i>Chair</i> )	Duluth Seaway Port Authority	Regional
Kyle Deming	City of Duluth	City
Marshall Elder	Midwest Energy Resources	Industry - Coal
Gary Glass	Izaak Walton League	Citizen Group
Anna Hess	MN Department of Natural Resources	State
Barb Huberty	MN Pollution Control Agency	State
Joel Johnson		Industry – Recreation
Bill Majewski	St. Louis River Alliance	Citizen Group
Ashley McFarland	MN Sea Grant	State
Patrick Phenow	MN Department of Transportation	State
Dena Ryan	WI Department of Transportation	State
Jason Serck ( <i>Vice Chair</i> )	City of Superior	City
Ted Smith	Marine Tech	Industry – Harbor Engineering
CDR Erin Williams	US Coast Guard Marine Safety Unit	Federal

**HTAC Voting Members Absent**

<b>Name</b>	<b>Organization</b>	<b>Sector Representing</b>
Brian Boder	St. Louis County	County
Gene Clark	WI Sea Grant	State
LCDR Pat Drayer ( <i>alternate</i> )	US Coast Guard Marine Safety Unit	Federal
Cheri Hagen	WI Department of Natural Resources	State
Chad Hewitt		Industry – Ore Transport
Lance Hunt ( <i>alternate</i> )		Industry – Ore Transport
Pete Kramer	Duluth Cargo Connect	Industry – General Cargo
Jonathon Lamb ( <i>alternate</i> )		Industry – General Cargo
Jason Laumann	Northwest Regional Planning Commission	Regional
Bob Libby		Industry – Vessel Operations
Mike McCoshen	Hallett Dock Company	Industry – General Bulk
Ed Montgomery		Industry – Harbor Services
Dan Rau	Save Lake Superior Association	Citizen Group
Steven Robertson ( <i>alternate</i> )	City of Duluth	City
Dave Warburton	US Fish and Wildlife Service	Federal
Vacant	Natural Resources Conservation Service	Federal
Vacant		Industry - Grain



## Others Present

Name	Organization	Name	Organization
Dan Breneman	MPCA	Guy Partch	Barr Engineering
Ron Chicka	MIC	Marsha Patelke	NRRI
Janet Clark	Senator Johnson	Nick Patterson	J.F. Brennan
Pat Collins	MN DNR	Serge Phillips	MN DOT
Chase Dewhirst	AMI Engineering	Ida Rukavina	Senator Klobuchar
Josh Dumke	NRRI	Daniel Rust	UW-Superior
Kate Ferguson	Duluth Seaway Port Authority	Richard Stewart	UW-Superior
Ken Gerasimos	Key Lakes/Great Lakes Fleet	John Stockert	Keyship
Pat Huston	MNDOT	John Stolzman	Wis DOT
Doug LaJeunesse	CBC Customhouse Brokers	Sean Strassel	USACE
Steve LaValley	WI DNR	Marie Strum	USACE
Abbie Lyons	US Coast Guard	John Swartout	Wester Great Lakes Pilots
Mike Mahon	J.F. Brennan	Mike Wenzholz	MIC
Kris McNeal	Duluth Experience	Doug Wetzstein	MPCA
George Meister	GEI Consultants	Natalie White	SEH
Matt Meyer	MN DOT	Adele Yorde	Duluth Seaway Port Authority
Alan Mozol	USACE	Larry Zanko	NRRI

## Introductions / Agenda Review / Committee Business

**HTAC Chair Deb DeLuca** called the meeting to order at approximately 9:05 am. All in attendance introduced themselves.

### ***September 5, 2018 Meeting Summary***

Chair DeLuca asked if there were requested changes to the September 5, 2018 Meeting Summary, hearing none she asked for a motion to approve.

- Ed Anderson moved to approve the 9/5/2018 HTAC Meeting Summary. Ted Smith seconded.
- There was no discussion.
- **The motion to approve carried unanimously.**

## Subcommittee Update – Navigation & Safety, Abbie Lyons, USCG

- Lt Abbie Lyons gave an update of the most recent Navigation and Safety Subcommittee meeting on November 6.
- New staff have joined the local USCG Marine Safety Unit.



## **Port Land Use Plan Implementation Updates, Mike Wenholz, MIC, et al**

- In keeping with the Port Land Use Plan (PLUP) Implementation Strategy to share updates on what recommendations have been implemented during quarterly HTAC meetings, Mike Wenholz shared that some aspects of recommendations 9, 11, 13, 19, 22, 24, and 26 are being implemented.
- Bill M asked how TPI projects are part of the PLUP implementation. This was discussed briefly, and includes the fact that they will improve access in and out of Rice's Point, addressing recommendations 11 and 13.

## **Duluth Seaway Port Authority & Cargo Connect Update, Kate Ferguson, DSPA**

- Kate shared a number of updates and highlights regarding shipping and movement of goods through the Duluth Seaway Port Authority and Cargo Connect.
- The port had the first export of soybean in approximately 10 years. This is likely due to the tariffs with China.
- The port had the first export of prototype windmill blades shipping to Europe.
- While we are continuing to see new types of cargos through the Duluth Intermodal terminal, there has been an overall lower volume of goods than anticipated this year.
- We are working hard to increase the number of imports in order to have empties for exports. We have to attempt to balance imports and exports, but we are an export heavy market so our focus is on finding imports to satisfy the need for exports.

## **Federal & State Legislative Updates, Serge Phillips, MN DOT**

- See the presentation
- Serge presented numerous details, stats, and information regarding issues important to the port's vitality, most notably Legislative actions and needs associated with the Poe Lock update and Davis Lock expansion.
- Redundancy is drastically needed:
  - 89% of Lake Superior shipping traffic, and all of the 1000-footers, uses the Poe Lock.
  - The lock infrastructure is aging and is beyond its design life. It is deteriorating.
  - Lock closure would result in an estimated 75% loss in US steel production, and a \$1.1 trillion decrease in GNP.
  - It is estimated a lock closure would halt 80% of local iron ore mining.
  - In short, upgrading and expanding the locks is a national priority infrastructure project.
  - This need and potential crisis has been well-known for decades. It has taken a lot of effort to get the federal political will to do this.
- Marie S noted that annual tonnage through the locks is 80 million tons.
- Ken G stressed how important the upgrade and expansion of these locks is, and stated that that a lot of input on the importance of this issue has been shared.
- Ken G gave a brief update on the USCG reauthorization of ballast water regulations.

## **Three MN DOT Harbor-Related Updates, Pat Huston & Matt Meyer, MN DOT**

- See the presentations
- Updates were provided on:



- The overall Twin Ports Interchange (TPI) project.
- The rerouting of Miller Creek and Coffee Creek into one outlet into the St Louis River.
- Potential for use of Erie Pier material in the TPI project.
- MN DOT has worked with all the appropriate partners and interest groups while planning and preparing for the TPI project.
- It has been determined that the rerouting of Miller Creek and Coffee Creek into one outlet into the St Louis River will not damage or harm the extensive ecological habitat restoration work that has occurred in the bay these creeks empty into.
- Stormwater runoff from impervious surfaces will be treated. MN DOT is currently working with MN PCA to set these requirements.
- Both MN DOT and HTAC participants see little chance that Erie Pier materials or harbor sediments will meet MN DOT specs for TPI project fill in order to be used during the project. The component of silts is too high for this use.
- Ed A suggested MN DOT work with BNSF to consider potential future needs for cargo/container shipping options in the future, which would likely significantly increase truck traffic in the immediate Rice's Point, Garfield Avenue, TPI area.

### **Beneficial Use Opportunities Review, Dan Brenneman, MN PCA**

- See the presentation
- Dan discussed some general process and expressed some needs regarding beneficial use of dredged sediments in the Duluth-Superior harbor and estuary.
- The following are very important for sound, quality beneficial use project outcomes:
  - Early coordination with all partners
  - Participation with realistic expectations
  - Innovation and flexibility
- We need state help to better use dredge material after the current restoration projects are completed.
- We also need to find beneficial uses of the Erie Pier materials.

### **USACE Navigational Channel Dredging Plans – Opportunities & Issues, Marie Strum, USACE**

- See the presentation
- Marie provided an overview of the Duluth-Superior harbor dredging operations history, background, funding, process, and plans.
- Funding continues to grow in a sustainable manner, well above the unsustainable levels of the early years of this decade.
- Marie warned of the need to address capacity issues at Erie Pier. As soon as there are no longer beneficial use options in the harbor, this issue will become immediately dire.
- The primary plan for 2019 is to use the dredged sediments to nourish the beach on the Lake Superior side of Minnesota Point, which has been significantly eroded the past couple of years – especially during the three big storms.
- Annual maintenance dredging takes 4-5 months to complete.
- Engagement with HTAC partners is critical for making these projects happen.
- The Duluth-Superior harbor and estuary is the Great Lakes model example for quality and regular beneficial use of dredged material.



## **Moving the Irvin, Chase Dewhirst, AMI Engineers**

- See the presentation
- Chase provided a good and detailed presentation of why and how AMI Engineers and partners were able to move the Irvin out of Minnesota Slip, and tow it to Fraser Ship Yard.
- Operations on the day of the move, from final preparation to securing the vessel at Fraser Shipyard took 13 hours and 45 minutes.
- It was an impressive feat that had to overcome numerous technical difficulties, all while of great curiosity to the public.

## **Roundtable**

- Anna is working on improving and clarifying the environmental windows process, and will report back at a future meeting.
- Mike W invited all attendees to participate in the Phase 2 MetroQuest survey the MIC has open as a part of their Long Range Transportation Plan update effort.

**With no other items brought forward, Chair DeLuca adjourned the meeting at approximately noon.**