



HTAC Voting Members Present

Name	Organization	Sector Representing
Ed Anderson (<i>Acting Vice-Chair</i>)	MIC Policy Board	Regional
Natalie Chin	WI Sea Grant	State
Kyle Deming	City of Duluth	City
John Downing	MN Sea Grant	State
LCDR Pat Drayer (<i>alternate</i>)	US Coast Guard Marine Safety Unit	Federal
Gary Glass	Izaak Walton League	Citizen Group
Cheri Hagen	WI Department of Natural Resources	State
Anna Hess	MN Department of Natural Resources	State
Barb Huberty	MN Pollution Control Agency	State
Joel Johnson		Industry – Recreation
Patrick Phenow	MN Department of Transportation	State
Dena Ryan	WI Department of Transportation	State
Jason Serck (<i>Chair</i>)	City of Superior	City
Ted Smith	Marine Tech	Industry – Harbor Engineering
Jeff Stollenwerk	Duluth Seaway Port Authority	Regional

HTAC Voting Members Absent

Name	Organization	Sector Representing
Dan Belden	Western Lake Superior Sanitary District	Regional
Cameron Bertsch	Douglas County	County
Brian Boder	St. Louis County	County
Steve Brossart	US Army Corps of Engineers	Federal
Marshall Elder	Midwest Energy Resources	Industry - Coal
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>)	Duluth Cargo Connect	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	Sea Service	Industry – Harbor Services
Dan Rau	Save Lake Superior Association	Citizen Group
Steven Robertson (<i>alternate</i>)	City of Duluth	City
CDR Frances Smith	US Coast Guard Marine Safety Unit	Federal
Dave Warburton	US Fish and Wildlife Service	Federal
Vacant	Natural Resources Conservation Service	Federal
Vacant		Industry - Grain
Vacant	St. Louis River Alliance	Citizen Group



Others Present

Name	Organization	Name	Organization
Hannah Alstead	US Senator Smith	Zac Morris	AMI
Brett Ballavance	Wenck	Alan Mozol	USACE
Dan Breneman	MPCA	Steve Oswald	MN DOT
Ron Chicka	MIC	Justin Otsea	ARDC
Eric Dott	Barr Engineering	Sebastian Paczuski	ORAU - US EPA Contractor
Josh Dunke	NRRI	Marsha Patelke	NRRI
John Eloranta	US Congressman Stauber	Nick Patterson	J.F. Brennan
Mike Goettel	WI DNR	John Ramos	Duluth Monitor
Annie Harala	Northland Constructors	Daniel Rust	UW-Superior
Michael Lewis	USCG - MSU	Richard Stewart	UW-Superior
Devin Low	Ready North	Matt Steiger	WI DNR
Abbie Lyons	USCG - MSU	John Stockert	Key Lakes/Great Lakes Fleet
Cole Maetzold	MN DOT	Mike Wenholz	MIC
Michael Mahon	J.F.Brennan	Natalie White	SEH
Keanna Margeson	ORAU - US EPA Contractor	Katie Williams	US EPA - ORD
Michelle Morris	Ready North		

Introductions / Agenda Review / Committee Business

HTAC Chair Jason Serck called the meeting to order at approximately 9:05 am. All in attendance introduced themselves.

September 4, 2019 Meeting Summary

Chair Serck asked if there were requested changes to the June 5, 2019 Meeting Summary. Hearing no requests, Chair Serck asked for a motion to approve.

- Joel Johnson moved to approve the 9/4/2019 HTAC Meeting Summary. Ed Anderson seconded the motion.
- There was no discussion.
- **The motion to approve carried unanimously.**

Subcommittee Updates

Re-establish Bylaws & Membership Subcommittee, Mike Wenholz, MIC

- As mentioned at a past meeting, RC and MW believe it is necessary to re-establish this subcommittee for two primary reasons. One, in order to consider a few changes intended to improve overall partner representation and participation of HTAC voting members. Two, to re-establish the HTAC voting member list as many people have retired or changed jobs.
- This is intended to include some revisions, but not a full rewrite, and so only require 2-3 meetings.
- An email invitation to participate on the subcommittee is being finalized and will be sent soon.



Navigation Subcommittee Update, Mike Wenholz, MIC

- The Navigation Subcommittee covers a variety of topics and typically meets twice per year. The Harbor Safety Workgroup is a sub workgroup of the subcommittee that continues to work on finalizing a harbor and estuary-wide safety initiative for recreational boaters/paddlers.
- An email invitation to participate on the subcommittee was sent out since it has been several years since this subcommittee membership was updated. People were asked if they also wanted to participate in the Harbor Safety Workgroup, as well.

Re-establish Dredging Subcommittee and Erie Pier Management Plan Committee, Mike Wenholz, MIC

- The membership of this subcommittee was recently re-established due to numerous retirements and people changing jobs.
- It was determined by a core group of committee member the Erie Pier Management Plan (EPMP) Committee would be the same member as the members of the Dredging Subcommittee.
- The first meeting of the EPMP Committee is being organized and will take place in January 2020.

Dredging Subcommittee Update, Nick Patterson, J.F. Brennan

- NP was introduced as the continuing chair of the re-established Dredging Subcommittee.
- NP briefly summarized the subcommittee meeting that was held on October 17. The agenda included discussing the re-establishment of the subcommittee and membership, initial organization of the EPMP, discussion of 2020 harbor dredge disposal options, and an update on dioxin issues in some dredge material samples.

Harbor Safety Workgroup Update, Abbie Lyons, USCG - MSU

- AL briefly summarized the workgroup meeting that was held on November 20. The agenda was to discuss updates on the launch sites to consider, primary focus areas/concerns, and numerous aspects of communication priorities, mediums, and funding.
- The primary focus areas/concerns are cold water safety, interactions with commercial shipping, and understanding harbor navigation.
- Ultimately the group wants an all-in-one website (perhaps even one page to keep costs down) that has links to many other useful existing sites.

Duluth-Superior Harbor Dredged Material Management Placement Options, Dan Breneman (MN PCA), Ted Smith (Marine Tech), Jeff Stollenwerk (DSPA)

- See the presentation
- DB discussed numerous aspects of the current status of dredged material placement options. TS and JS also provided input.
- US EPA has been a great partner and developed a new placement prioritization decision support tool.
- DB discussed wanting to find the best balance and effective use of both the USACE's Duluth-Superior Harbor Dredged Material Management Workgroup and the HTAC's Dredging Subcommittee.
- Beneficial use has been a valuable tool for many years, but these projects are mostly completed.
 - Beneficial use was discussed in 2012 as an alternative to avoid open water disposal.
 - Over 1,000,000 cubic yards of dredged material has been beneficially used in the harbor since 2013.
 - To date few viable options have been identified for 2020. Interstate Island, Minnesota Point, and biomedium at 21st Avenue and 40th Avenue are the primary options. The timeline for the permits to be processed in time for any of these to work is very tight.



- Minnesota Point placement has been very successful aiding in negating damage from the October 2019 storm. It may be possible to receive a significant volume of material next year.
- Nothing viable has been presented for 2021 or beyond.
- Beneficial uses in a sustainable dredge management plan should include:
 - Aiding in shoreline resiliency
 - In-water restoration and habitat maintenance
 - Stockpiling or processing of material
 - Federal and state incentives that off-set transportation costs so the material can be beneficially used
- TS shared about a recent environmental windows study in the Gulf of Mexico that was objective and used current technology. He said we need to use current technology in our area, and said this is a good time to do so because there are solid funding opportunities (e.g. GLRI, USACE)
- Hannah Alstead said Aids of US Representatives can be a resource for finding funding opportunities for constituents and agencies. She invited people to contact her and ask.
- John Downing said the past 4 years very few scientists are applying for research dollars, not responding to numerous calls for proposals at MN Sea Grant.

Coastal Erosion Hazard Mapping Project, Justin Otsea, ARDC

- See the presentation
- JO summarized the project. The project's goal is to develop a web-based mapping tool that can be used to confidently identify areas along Lake Superior's North Shore that are susceptible to high rates of erosion.
- Shoreline erosion is an obvious problem, especially given the higher lake levels and a rising water temperature in the lake. Shoreline erosion negatively affects landowner property values, public infrastructure, water quality, and habitat for critical species.
- Hazard erosion zones (a layer of the zoning code) were established in the late 1980's with backing by State law. The erosion hazard mapping was completed by NRRI in 1989. The maps were useful and a great step forward. However, with much better technology today, it was determined they should be updated and presented in a much more useful manner.
- The project consists of 4 phases, the first 3 to be completed by 2023 and the fourth to be considered continuous. It is currently in Phase 2, and several task force meetings have already been held.
- MW mentioned that a demonstration of the completed mapping applications of this project (which includes the Duluth harbor) will be presented at the March 2020 HTAC meeting.

Introducing Ready North, Michelle Morris, Duluth Superior Area Community Foundation

- See the presentation
- MM gave a summary of the Duluth Superior Area Community Foundation, and introduced Ready North. Ready North is a network of agencies across sectors serving northeastern MN and northwestern WI working to increase communities' ability to mitigate, prepare for, respond to, and recover from disasters, with particular emphasis on our most vulnerable community members.
- MM introduced and briefly summarized John Hopkins University's COPEWELL model, which is the community functioning and disaster resilience model underlying the Ready North effort.
- MM highlighted the different working groups of Ready North and a couple of key website features.



Twin Ports Interchange Project Updates, Cole Maetzold, MN DOT

- See presentation
- CM gave a status update on the Twin Ports Interchange Project, which will include work on the I535/Garfield Avenue exit.
- The purpose of the work is three-fold: enhance safety by eliminating blind merges and left exits, replace aging infrastructure, and improve freight mobility.
- Engineering design work is over 60% complete. The project budget is \$343 million. Costs have risen and total cost appears to be more than \$100 million above estimate. To deal with this, some planned work will have to be deferred to stay within budget. Two portions of the project are to be deferred: the I535/Garfield Avenue interchange and the Highway 53 bridge from West Superior Street to 19th Avenue West.
- It is known that there will be extra work due to contaminated soils and materials within the work area. Other complicating factors are unknowns associated with large urban projects.
- Work is to be completed in 2020-2023. CM walked through details of the work to be done in each of two work packages.

Blatnik Bridge Update, Steve Oswald, MN DOT

- See presentation
- SO gave a summary of the status of the Blatnik Bridge and a preliminary overview of the pending rehabilitation and/or replacement work to come within the next 10 years.
- The Blatnik Bridge opened in 1961 at a total cost of \$15 million. It is the second longest bridge in Minnesota. The Bong Bridge is the longest. A variety of maintenance and repairs have been done since 1993.
- SO gave specific descriptions about the bridge, as well as details of the types of deterioration occurring and reasons for determining a more comprehensive, long-term strategy beyond continued and increased repairs.
- They are considering how much shipping occurs beneath the bridge and what height is needed for shipping.
- MnDOT and WisDOT are working jointly on soliciting a consultant to lead environmental concepts and preliminary study of options for rehabilitation or replacement of the bridge. All options are on the table and being considered. Public engagement is planned to begin early in 2020. Ultimately alternatives will be evaluated.

Roundtable

- MW explained why Michele from Ready North gave a presentation today, and took a few minutes to summarize what Ready North is and why it is relevant to HTAC participants and the harbor.

With no other items brought forward, Chair Serck adjourned the meeting at approximately 11:50 AM.