



Harbor Technical Advisory Committee

Updates to MIC Board

Mike Wenholz

October 16, 2024

HTAC Quarterly Meeting

- Continue to be held as “Hybrid” meetings (in-person with a virtual option)
- Well-attended - approx. 59 participants
- Good variety of topics presented
- Quality presentations
- Lengthy and informative Roundtable



HTAC dredging subcommittee

September 2024

Duluth/Superior Port Material Management-

- ❑ Erie Pier- material management
 - a. DSPA will be dredging about 36,000 CY as part of the Berth 10 dock wall rehabilitation (stockpiled at Erie Pier for sale in 2025)
 - b. USACE's RFP for beneficial use of Erie Pier fine material.

- ❑ 2024 O&M dredging- City of Superior and USACE Wisconsin Point beach placement rescheduled for 2025. Added locations as options plus carry-over in new contract.

☐ Dredge Material Management Plan-

- **2024-2026 Wisconsin Point closed landfill protection**
- **2025 Shoaling priorities with EP placement**
- **2025 Erie Pier fines beneficial use RFP**
- **2027 Superior Landfill closure capping**
- **2028 Allouez Bay hemi marsh habitat construction**

□ Dredge Material Management

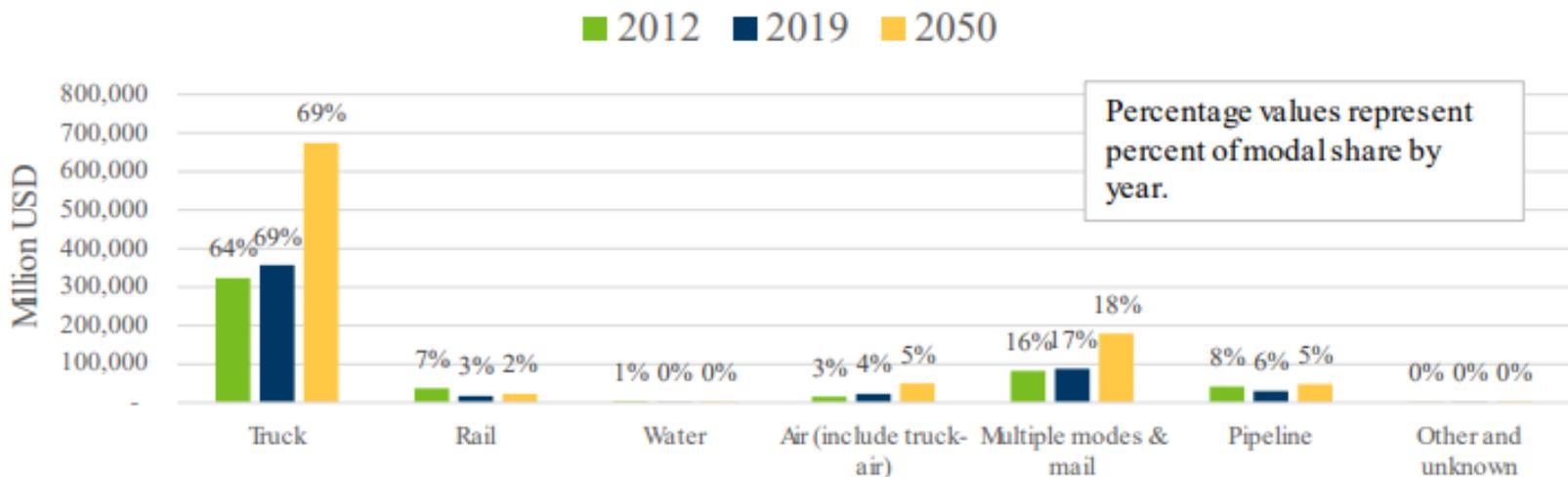
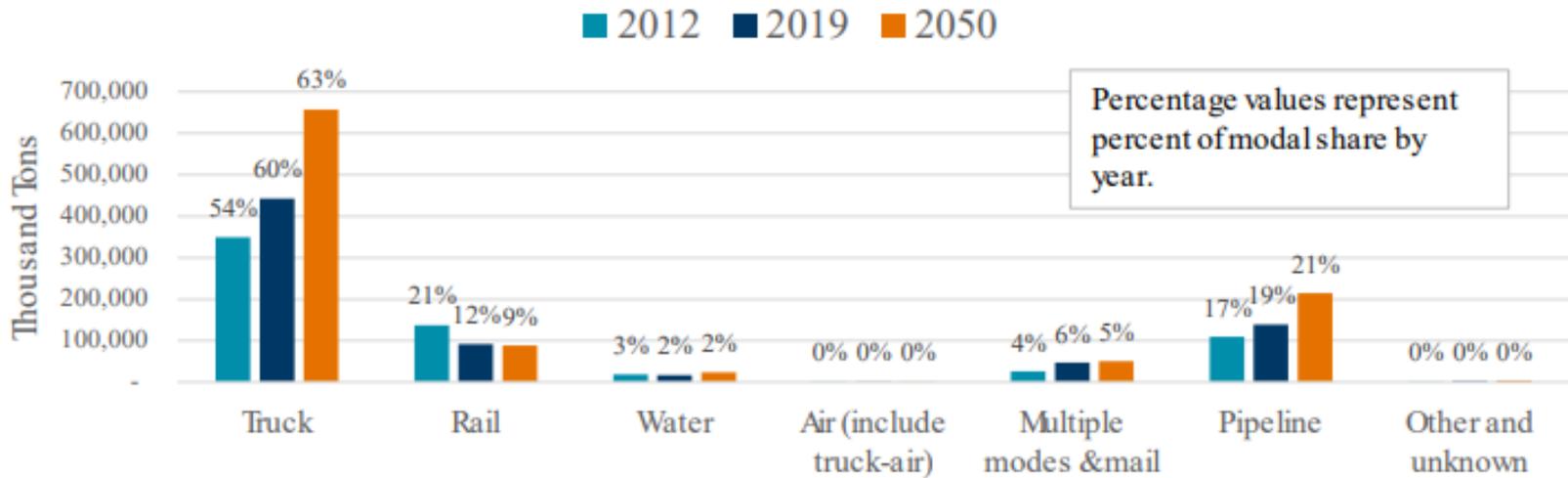
beneficial use (70/30 initiative)

- *better describe intended use and value placed on project outcome (alternatively assign impact of not selecting beneficial use) to adjust overall project costs*
- *flexibility when comparing to federal standard increases viable options*
- *develop a monitoring approach and demonstrate performance*
- *characterize material and be consistent and/or flexible within regulatory framework*

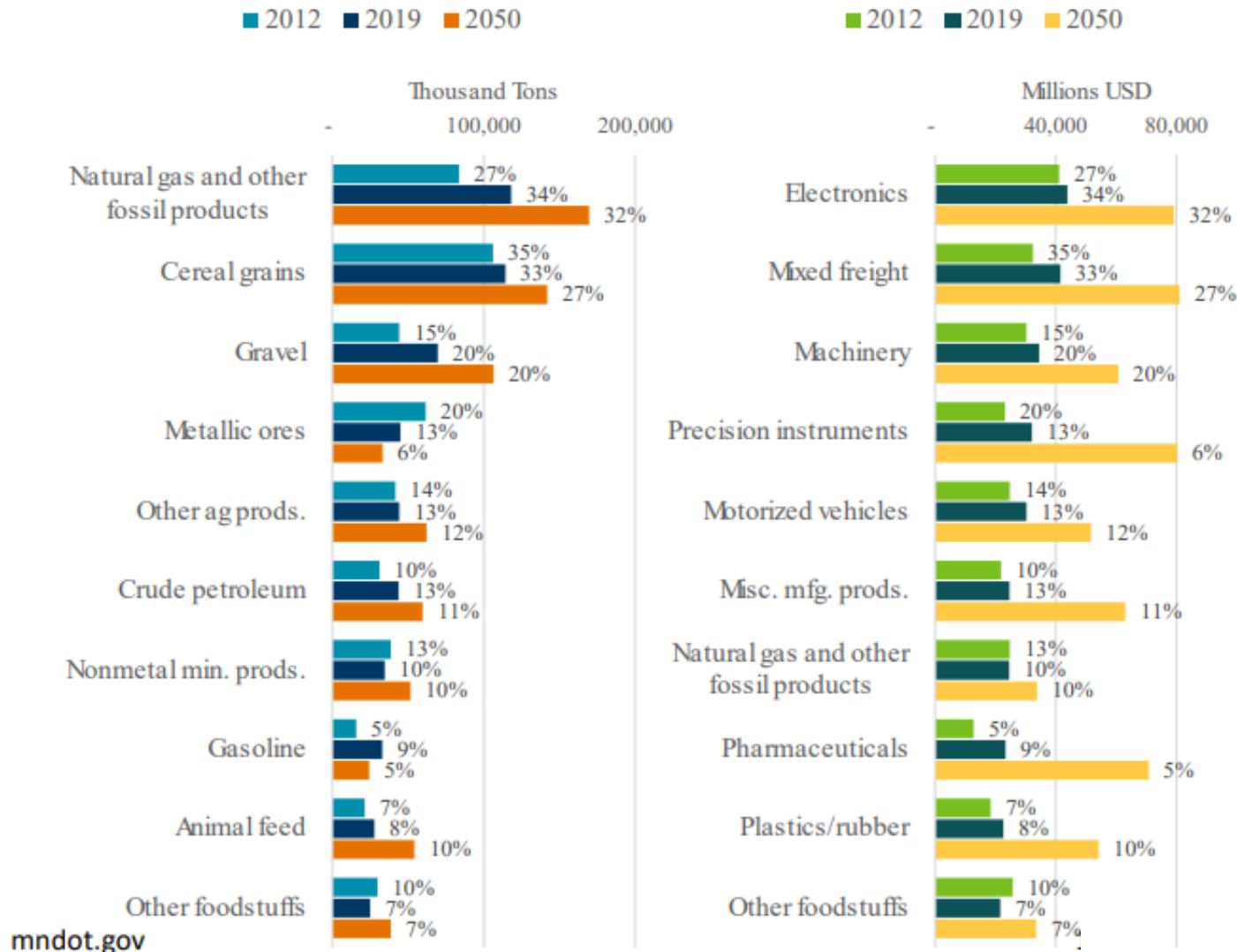


Minnesota State Freight Plan Fall 2024 Summary

MN Freight Flow By Mode Over Time per Tonnage & Dollars



Top 10 MN Freight Commodities By Tonnage & Dollars



Freight Action Agenda

- Developed in collaboration with Minnesota Freight Advisory Committee
- 24 total recommended actions to work on over the next 20 years in short, medium and long term

ID	Action Description	Roles	Timeframe	Objective(s)
 Goal 2: Improve Freight Safety				
10	Incident Management and Emergency Response Plans Develop emergency plans to ensure critical supply chain connectivity and proactively route hazardous materials	Lead: Minnesota Office of Public Safety Partners: MnDOT, public and private sector freight stakeholders	Short-term	<ul style="list-style-type: none"> ✓ Improve Freight System Safety ✓ Improve Freight Mobility, Velocity, and Reliability in Minnesota
11	Design for Freight Safety Design and implement geometric features that improve freight safety across modes including on roadways, across railroads, ports, and other facilities.	Lead: MnDOT	Short-term	<ul style="list-style-type: none"> ✓ Improve Freight System Safety
12	Address Truck Parking Needs Address the statewide truck parking shortage by working with public and private sector partners to identify truck parking needs, invest in new and existing sites and maintain truck parking availability information systems.	Lead: MnDOT Partners: Public and private sector freight stakeholders, neighboring states	Short-term	<ul style="list-style-type: none"> ✓ Strategically Invest in New Freight Infrastructure
13	Improve Freight Rail System Safety Building on the work of the State Rail Plan and the Railroad At Grade Crossing Safety Action Plan, implement the key findings from each focusing on rail safety improvement projects through the Minnesota Railroad Service Improvement Program, the At Grade Crossing Safety Program, the Antiquated Equipment Program, and others.	Lead: MnDOT Partners: Public and private sector freight stakeholders, Minnesota Department of Public Safety	Short-term	<ul style="list-style-type: none"> ✓ Improve Freight System Safety
14	Invest in New Freight Technology Support the implementation and advancement of connected and autonomous vehicles, truck parking information management systems, work zone in cab safety messaging and others.	Lead: MnDOT Partners: FHWA	Short-term	<ul style="list-style-type: none"> ✓ Strategically Invest in New Freight Infrastructure
 Goal 3: Connect Minnesotans and Businesses				
15	Improve First- and Last-Mile Connections Encourage the development of first and last mile connecting infrastructure and operational programs, such as highway access and rail spurs to local businesses	Lead: MnDOT Partners: Various state, regional and local planning and economic development agencies	Mid-term	<ul style="list-style-type: none"> ✓ Improve Freight Mobility, Velocity, and Reliability in Minnesota ✓ Support and Grow Minnesota's Freight Industries
16	Support Freight Modal Balance Encourage modal balance and redundancy within key trade corridors so that businesses have access to a variety of cost-effective and competitive freight modes to ship their goods.	Lead: MnDOT Partners: Public and private sector freight stakeholders	Mid-term	<ul style="list-style-type: none"> ✓ Improve Freight Mobility, Velocity, and Reliability in Minnesota



Photo: Daniel Rust

Daniel L. Rust, PhD

Associate Professor of Transportation & Logistics Management
Director of the School of Business and Economics
University of Wisconsin-Superior

HTAC Meeting (Superior, WI)
September 4, 2024

Bachelor of Science in Transportation & Logistics Management

- Distinctive program created in 1999
- Graduates prepared to take on a wide variety of roles such as:
 - Transportation manager for any mode of transportation
 - Warehouse, terminal or DC manager
 - Logistics coordinator
 - Supply chain manager
 - Demand planner



Also: Business Admin. Concentration in Supply Chain Management

- Industry Tours are an integral part of the coursework
- Internships are Required

Intermodal Association of North America (IANA) Scholarship University Program Members



Added in 2024



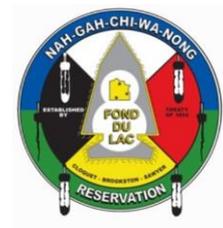
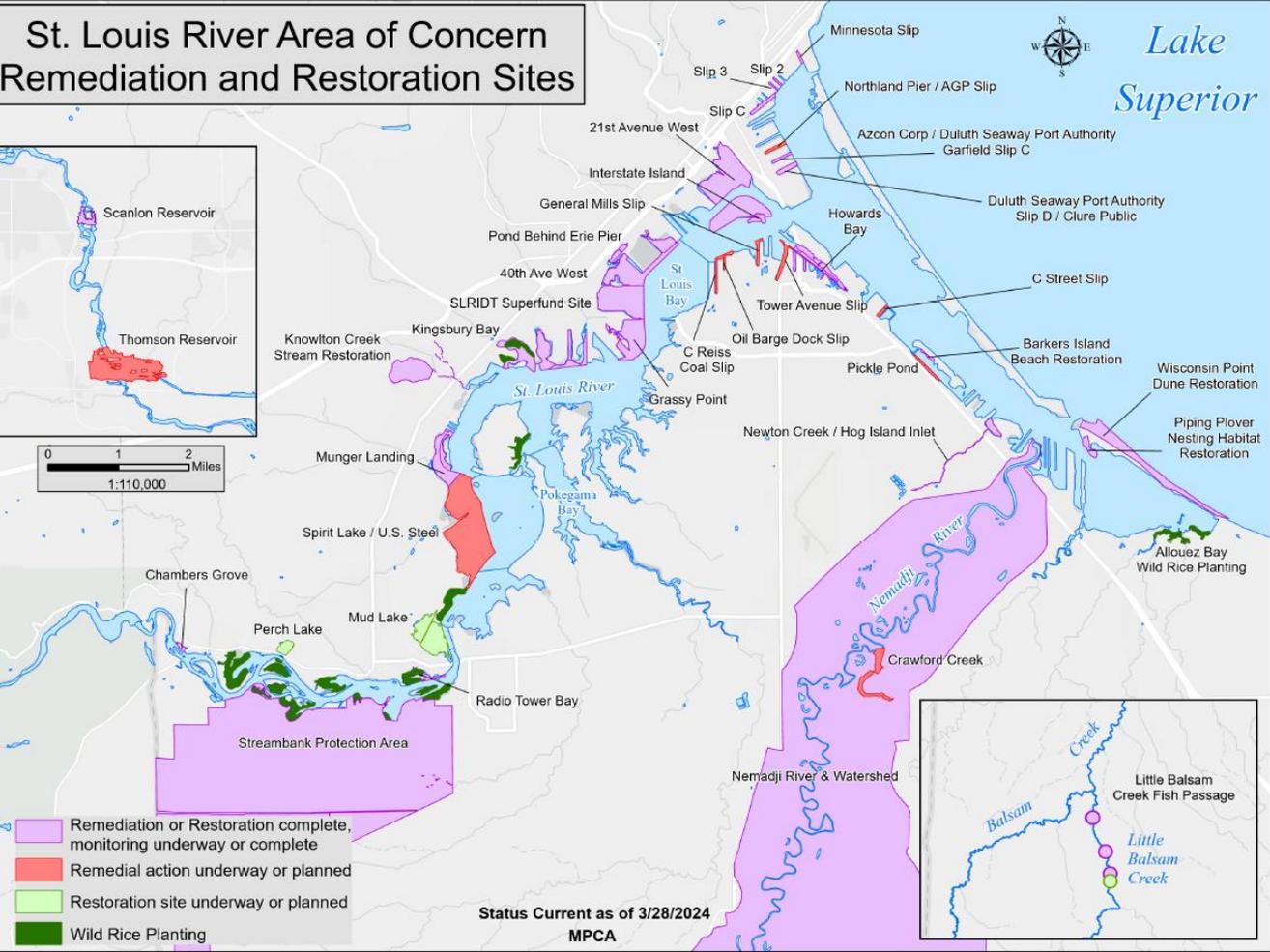
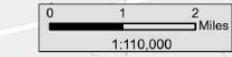
North Carolina
Agricultural and Technical
State University™



Examples of where graduates find employment

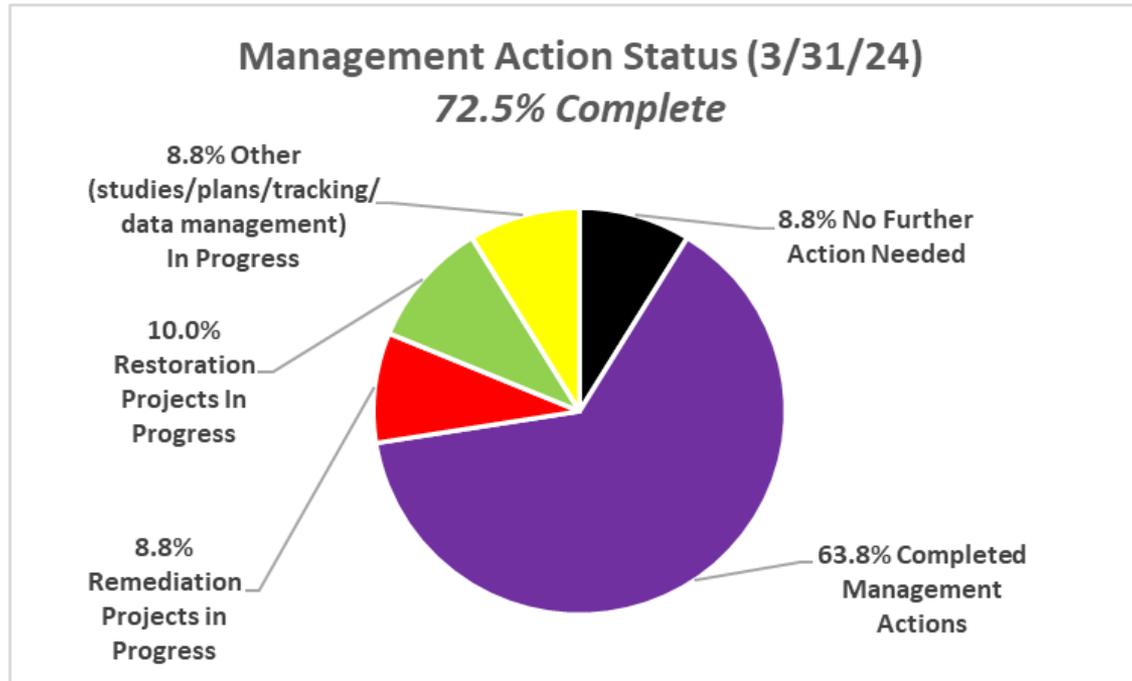


St. Louis River Area of Concern Remediation and Restoration Sites



Completion Status – for MN & WI

As of 9/30/24, we hope to count 7 more management actions as complete, increasing our completion status to 81.3%.



Completing these “other” tasks will take several years



NFA (7)	Completed (51)	Remediation IP (8)	Restoration IP (8)	Other in Progress (7)
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NEW LOCK AT THE SOO PROGRESS UPDATE HARBOR TECHNICAL ADVISORY COMMITTEE

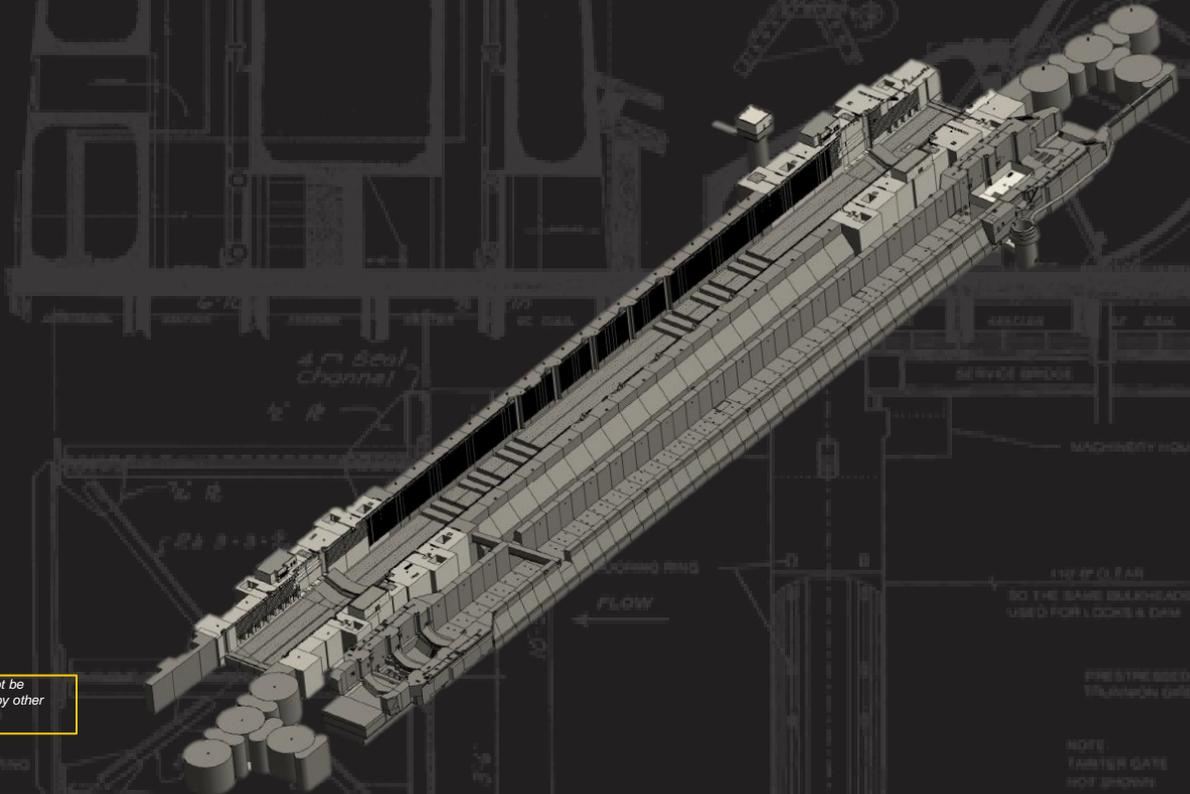
Rachel Miller
Supervisory Civil Engineer
U.S. Army Corps of Engineers
Detroit District, New Lock Team
04 Sep 2024

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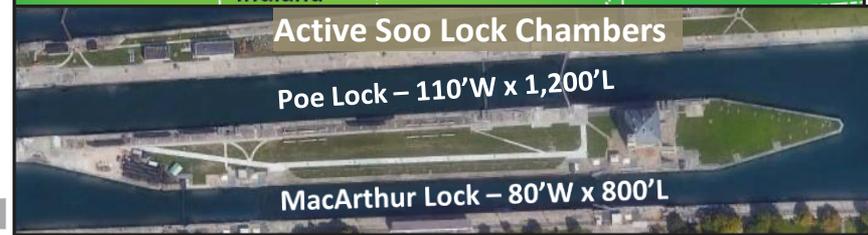
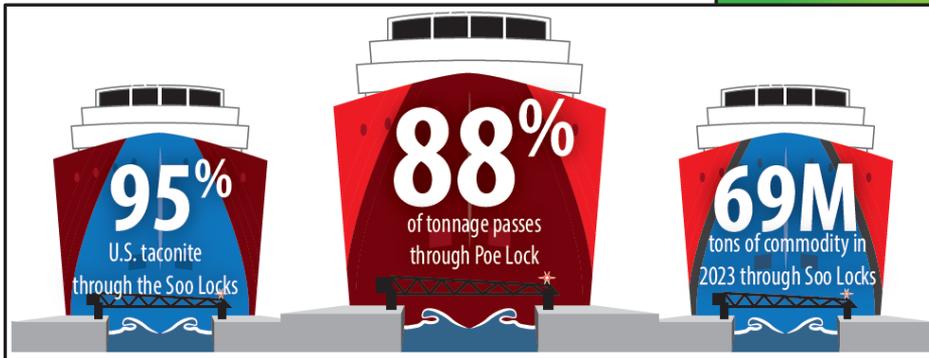


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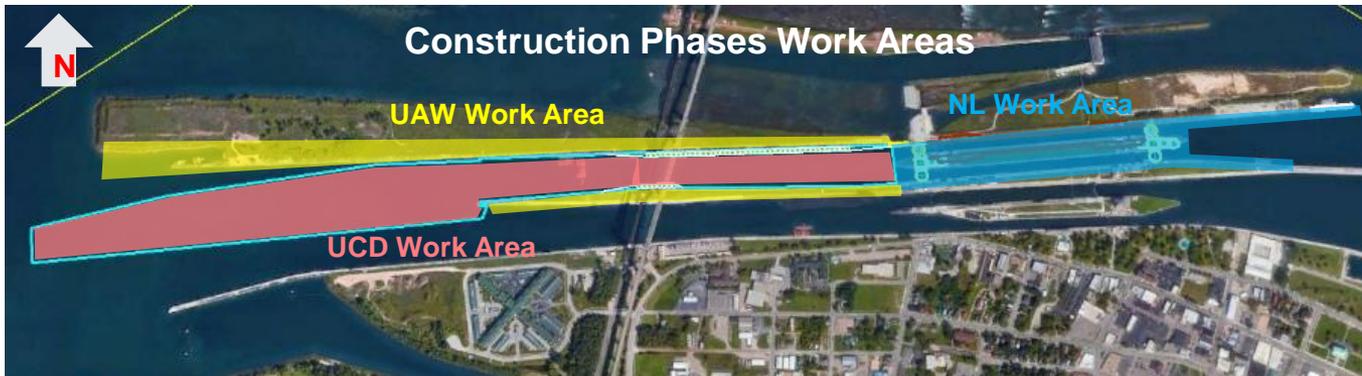
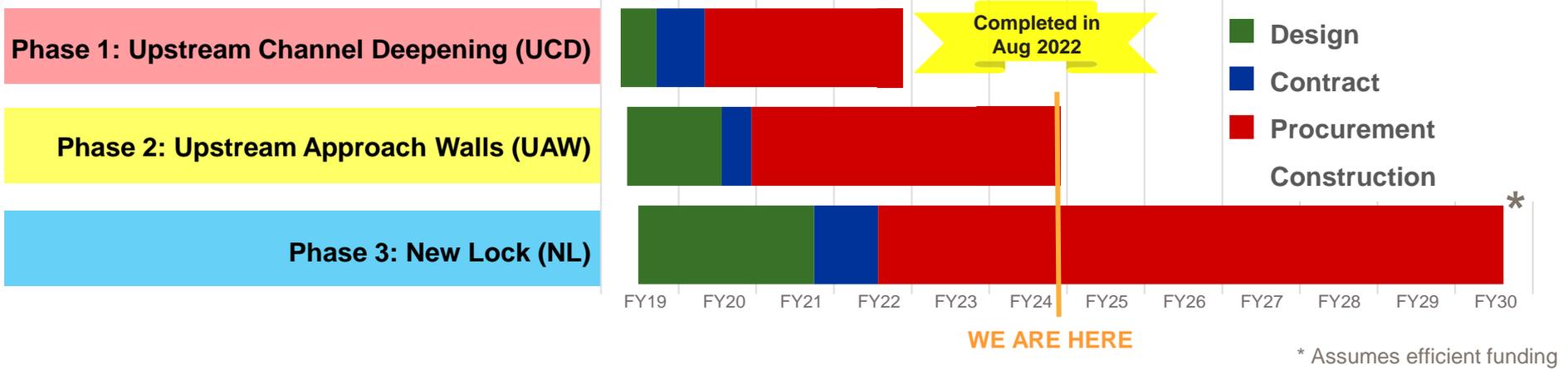
SOO LOCKS IMPORTANCE

- Nearly all domestically produced high strength steel is made with iron ore that transits the Poe Lock
- Within 2-6 weeks of an unscheduled Poe Lock outage, 75% of our nation's high strength steel production would cease
- Six-month unscheduled outage would result in 11 million jobs lost and \$1.1 trillion economic impact





NEW LOCK AT THE SOO CONSTRUCTION STATUS

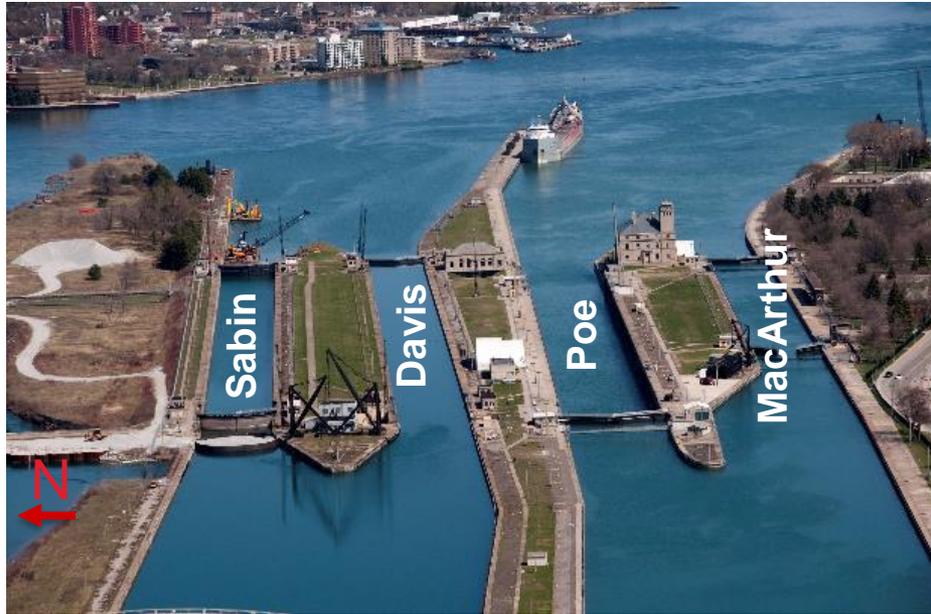


Federally Authorized Project Cost = \$3.219 billion



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NEW LOCK AT THE SOO



Current Facility



Future Facility

New lock will have **same dimensions** as existing Poe Lock (1200 ft length by 110 ft width and a depth of 32 ft)



PHASE 3: NEW LOCK

U.S. ARMY



Scope: Construct new 1,200' long by 110' wide by 32' deep chamber, New Pump Well, and New Power Plant Bridge, and rehabilitate downstream approach walls.

Construction Status:

- Contract awarded in July 2022 to Kokosing Alberici Traylor, LLC
- Current contract award valued at \$1.556B (83% of total contract cost)
- \$360M of work completed through end of June 2024

- 2024 focus:
 - Dewatering of Construction Site
 - Electrical Work
 - Demolition of Sabin Lock
 - Filling of Davis Lock Chamber
 - Bridge construction
 - Bedrock Excavation
 - Mass Concrete Placement

Estimated Completion: Summer 2030

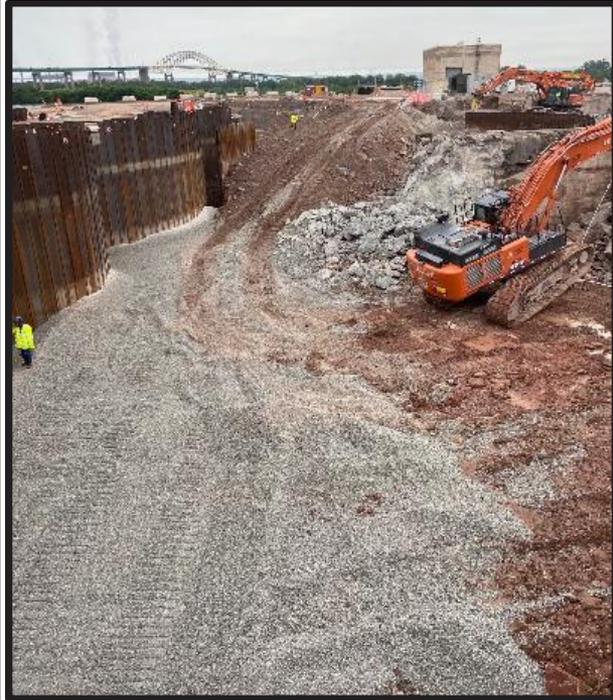
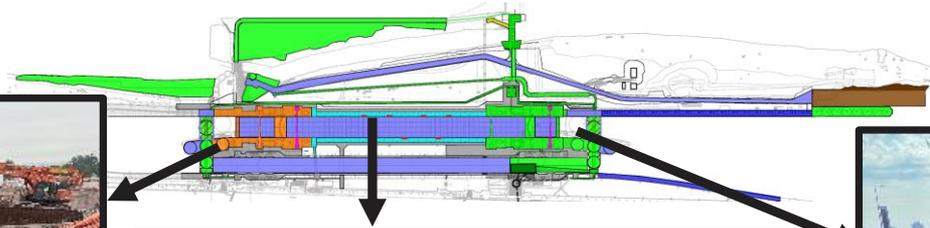




U.S. ARMY

PHASE 3: NEW LOCK

ESTABLISHING ACCESS TO SABIN AND DAVIS FLOORS



Ramp on East side of upstream cofferdam from the top of the lock wall to the lock floor



Ramps through North and South Sabin Lock wall to Sabin Lock floor



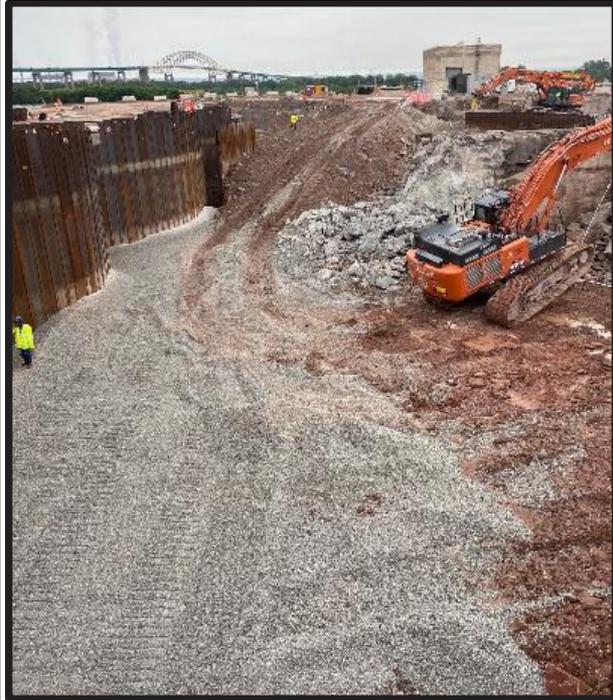
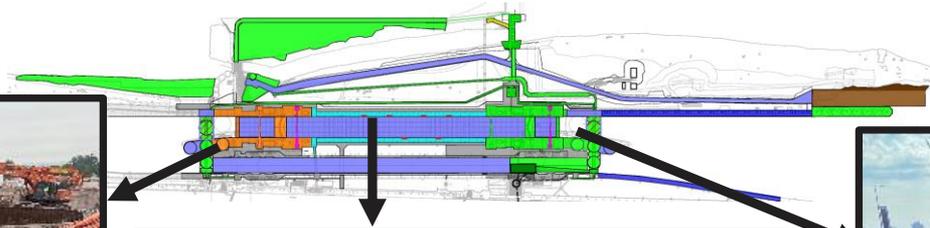
USACE inspection of the Downstream Cofferdam



U.S. ARMY

PHASE 3: NEW LOCK

ESTABLISHING ACCESS TO SABIN AND DAVIS FLOORS



Ramp on East side of upstream cofferdam from the top of the lock wall to the lock floor



Ramps through North and South Sabin Lock wall to Sabin Lock floor



USACE inspection of the Downstream Cofferdam



U.S. ARMY

PHASE 3: NEW LOCK BEDROCK EXCAVATION



Trencor rock trencher to be used for bedrock excavation



Wirtgen milling machine to be used for bedrock excavation

Questions???

Contact:

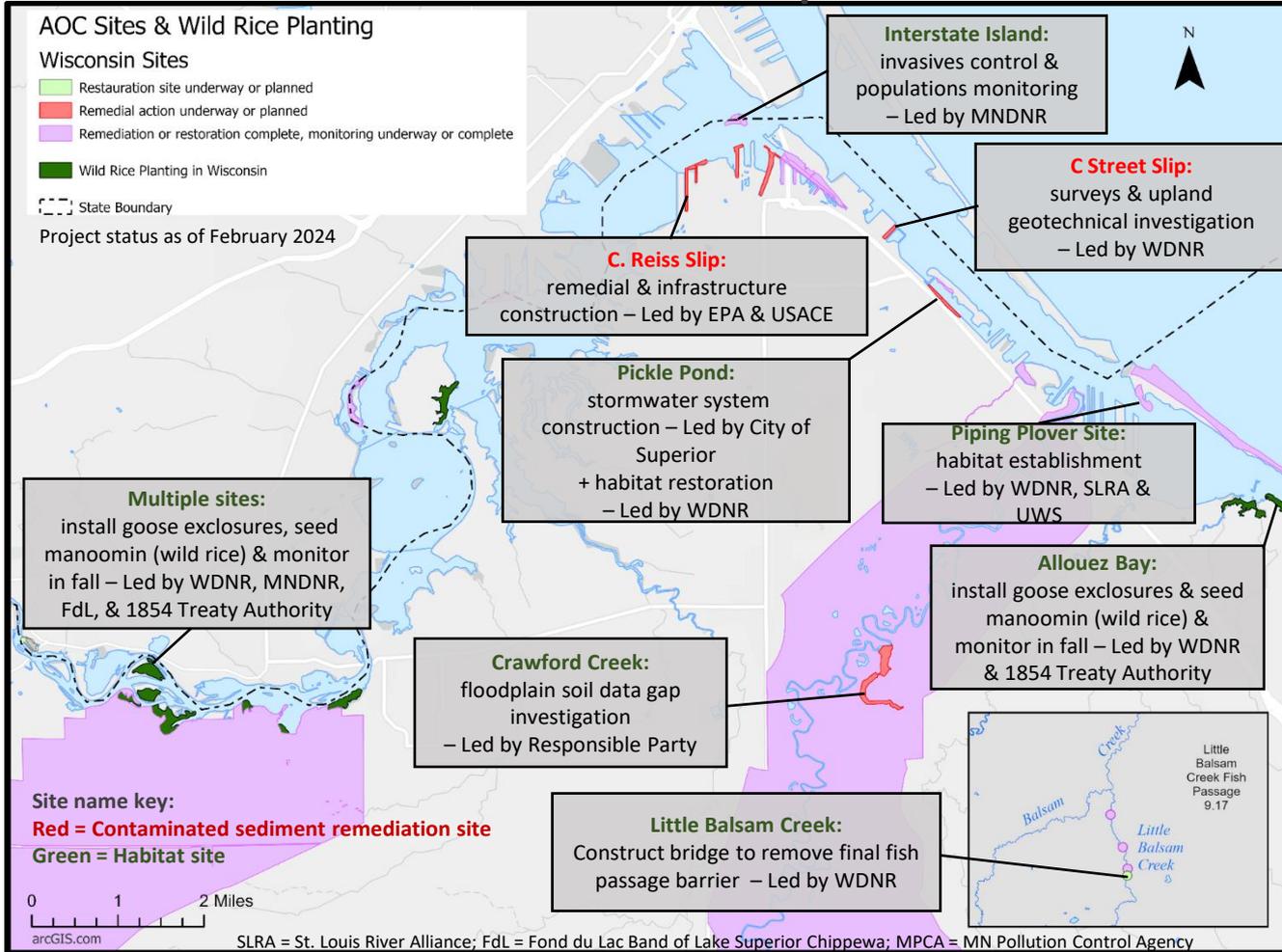
Mike Wenholz

Duluth-Superior Metropolitan Interstate Council

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St Louis River Area of Concern – Anticipated 2024 Field Work in WI



For more information or to request a project tour or presentation, please contact:



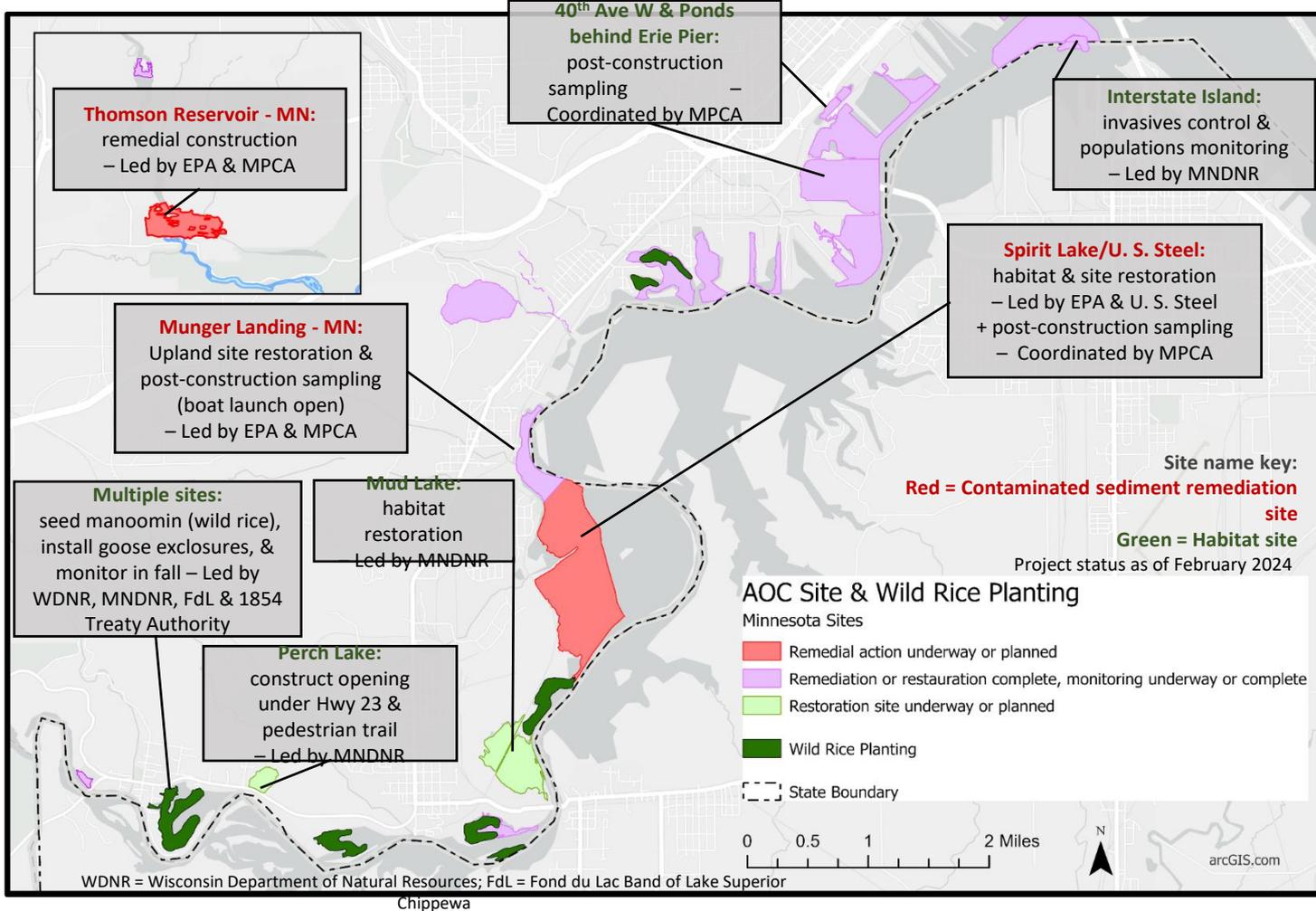
WI Dept of Natural Resources (WDNR)
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Primary funding support is provided by the federal Great Lakes Restoration Initiative and administrative oversight is provided by the Environmental Protection Agency (EPA).



February 2024

St Louis River Area of Concern – Anticipated 2024 Field Work in MN



For more information or to request a project tour or presentation, please contact:



MN Pollution Control Agency (MPCA)
Barb Huberty
Area of Concern Coordinator
218-302-6630
Barbara.Huberty@state.mn.us



MN Dept. of Natural Resources (MNDNR)
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Primary funding support is provided by the federal Great Lakes Restoration Initiative and administrative oversight is provided by the Environmental Protection Agency (EPA).



February 2024

MIC's Harbor Work Plan

- HTAC remains very important to the MIC
- 2024 Budget for Harbor Planning = \$55,600
- 2024 budget includes 775 staff hours
- Harbor Work Plan continues to include 3 components
 - Coordination, information exchange, & group facilitation (HTAC meetings)
 - HTAC Subcommittee facilitation & coordination
 - Program development & other activities (diverse list of activities)

Ongoing HTAC Tasks

- Updating the voting member list
 - Retirements and a remaining opening
- Need to fill the Vice Chair position
- Remain a conduit of harbor-related happenings and information to a diverse group of stakeholders
- Re-establishing proper functioning of Subcommittees