

**PORT & RESOURCE RECOVERY DEPARTMENT**



2561 SOUTH BROADWAY  
GREEN BAY, WI 54304

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DEAN R. HAEN  
DIRECTOR

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**MINUTES OF THE BROWN COUNTY HARBOR COMMISSION**

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A meeting was held on **Monday, March 8, 2021**  
at the Port Offices, 2561 S Broadway, Green Bay, WI 54304

1) Call to Order:

The meeting was officially called to order by President Tom Klimek at 10:30 am.

2) Roll Call:

Present:                   President Tom Klimek  
                                  Vice President Bryan Hyska  
                                  Commissioner Barb LaMue  
                                  Commissioner Pete Diemer  
                                  Commissioner Hank Wallace  
                                  Commissioner Wes Kornowske  
                                  Commissioner Mike Vizer

Excused:                   Commissioner Tim Feldhausen

Not Excused:             Commissioner Ron Antonneau

Also Present:             Dean Haen, Brown County P&RR  
                                  Chad Doverspike, Brown County P&RR  
                                  Mark Walter, Brown County P&RR  
                                  Claire Westlund, Brown County P&RR  
                                  Elijah Behnke, Citizens for Elijah Behnke  
                                  Lee Knetter, GLC Minerals

3) Approval/Modification – Meeting Agenda

**A motion to approve the Agenda was made by Bryan Hyska and seconded by Wes Kornowske.** Unanimously approved.

4) Approval/Modification – Minutes of February 8, 2021 Meeting

**A motion to approve the minutes of the February 8, 2021 meeting was made by Barb LaMue and seconded by Mike Vizer.** Unanimously approved.

5) Announcements/Communications

Director Dean Haen expressed his gratitude for being awarded the Sea Grant Great Lakes Champion Award last month.

6) 2020 Port Annual Report

Mr. Haen explained that the annual report highlights the prior year Port activities as well as port tonnage, lists the Harbor Commissioners, and provides a summary of the Port's fund balances and unaudited financials. It also provides a status of the Port's prior year (2020) Goals and outlines Goals for 2021. The fund balances are expected to change next year with the purchase and development of the Pulliam site. Within the budget snapshot, there are allocations made towards having dredge material go to Bay Port. The dredge material from the upper channel has been going to Cat Island.

Mr. Haen noted that since the report is unaudited the financials may change. At the end of the year if there is a difference between expenses and revenues there will be a transfer of funds. The 217 Agreement allows the Port to take Corps dollars and transfer those dollars to staff expenses and administrative costs to balance the Port's Budget.

Barb LaMue asks where the transfer of funds will show up on the sources of funding? Mr. Haen replied that there are five cost centers in the Port: Port General, 217 Agreement from tipping fees, Harbor Dredging, Harbor Fees for Terminal Operators, and Renard Island. The transfer of funds will be reflected in the 217 Agreement budget portion.

Ms. LaMue asked if the audited financial statements will reflect the transfer of funds out of 217 to balance the budget? Mr. Haen explained that it will be finalized in April, then the Finance Department will be consulted to determine how much needs to be transferred.

The Port's Goals for 2020 were reviewed.

Pulliam plant acquisition has not yet happened but has been approved by County Board.

An updated 217 Agreement with the Army Corps of Engineers needs to begin as it expires in 2021. The Corps transferred the responsibility of the Green Bay Harbor from the Detroit District to the Chicago District, which has delayed the negotiations.

Renard Island Master Plan implementation was negatively impacted due to coronavirus issues. Mr. Haen spoke with City of Green Bay Mayor Eric Genrich recently and they are willing to give the County permanent easement across their parcel to the causeway. Wes Kornowske asked if this was a decision Mayor Genrich could make unilaterally, to which Mr. Haen responded that it is the Port's understanding that the City Council had already approved the easement, but the former Mayor did not sign it. If this is the case, Mayor Genrich would be able to sign this. Mark Walter stated that the City may look favorably on Renard Island as it will create more recreational activities for the City.

Mr. Haen explained that the Port is working on beneficial reuse for dredge material. Legislation has been drafted and the Port will be working with Legislators to author and introduce this bill. A working group has been established to develop a compost demonstration project. The Corps is interested in participating as their cost to use the facility would go down if the Port is able to beneficially reuse dredge material.

Advance Renard Island goal, we will continue the masterplan if someone approaches us. Wes Kornowske asked if there is a way to rephrase as it seems like this project could distract from some of the larger goals like Pulliam or beneficial reuse? Should we consider handing this project off to another department or entity that would be able to more effectively champion the project? Mr. Haen answered that this is a lesser goal compared to the others and staff will not be actively doing anything unless we are approached first. This is 55 acres of waterfront real-estate that may ultimately generate revenue for the Port. Mr. Haen added that the Port has maintenance responsibilities and we need to ensure that we are a part of the planning to avoid jeopardizing the structural integrity of Renard Island. Mr. Haen suggested that we rephrase the Renard Goal to, "Support the advancement of the Renard Island Strategic Plan and obtain permanent access easement from the City of Green Bay."

Five cruise ships were planned to visit Green Bay in 2021, COVID stopped all 2020 visits and may result in cancelling 2021 visits. Mike Vizer asked if the cruise ship lines are reaching out directly to the Port, to which Mr. Haen replied that the Greater Green Bay Convention & Visitors Bureau sets the agenda and itinerary for these passengers. The Port's role is to assist with navigation, mooring and other activities.

Mr. Haen provided information on the Intermodal Freight Study that the Port is participating in. New North was given grant dollars from the state to determine if an intermodal yard needs to be established in Northeast Wisconsin. Ideally, this would be close to the Port.

Mr. Vizer asked if the Marine Highway Project Designation should also be listed as a goal? Mr. Haen stated that this would be covered under the Pulliam Plant or Intermodal Study goal. Mr. Walter added that once more information comes together for the Pulliam Plant including who will be using this location, this information can be used for the Project Designation.

**A motion to approve the 2020 Port Annual Report as modified was made by Mike Vizer and seconded by Wes Kornowske. Unanimously approved.**

## 7) Letter of Support

Mr. Haen provided information on the letters of support for the Fincantieri projects. The first letter is the modified letter from last meeting supporting MARAD Project Designation for Fincantieri's project. The letter reflects the Harbor Commissions

interests. The second letter is a letter written to support Ace Marine for a Small Shipyard Grant program to upgrade their property on Pearl Street.

Mr. Kornowske asked if the modified letter addressed the concerns that were brought up in the last meeting? Ms. LaMue stated that the modifications were written more broadly to ensure that the Port is not taken out of the running for future grant money for projects. The letter supports the connection between Marinette, Green Bay, and Sturgeon Bay to allow Fincantieri to deliver their product more efficiently, which will ultimately benefit Northeast Wisconsin. Ms. LaMue adds that the Harbor Commission also wanted to see the original application from Sturgeon Bay to see how their letter was formatted.

**A motion to approve letters of support was made by Wes Kornowske and seconded by Hank Wallace.** Unanimously approved.

8) Pulliam Plant Acquisition

Mr. Haen discussed the letter of intent to sell the non-waterfront portion of the Pulliam property to GLC Minerals to merge their existing land into a contiguous piece. The Port is looking for another company to come in and lease the remaining property. The purchase agreement with GLC states that they committed to creating ten new port jobs and \$7.5 million to improve the property over the next five years. If this is not completed, it will be written into the purchase agreement the right to repurchase. Mr. Kornowske asked why GLC didn't buy the property directly? Mr. Haen explained that Public Service gave us a commitment to allow the City and County to work through the agreement.

There was an environmental study to detect the amount of coal residue and petroleum products, both were not found at levels of concern, in addition. trichloroethylene (TCE) was found to be present at a very low level at 0.0034 ppt; the detection limit is 0.0026 ppt. This should not be a new concern, but meetings are being held to understand better.

GEI Consultants gave a price estimate of \$11,000 for evaluating the scope and feasibility costs of obtaining all necessary permits including filling and grading the site, establishing stormwater features, dredging, and constructing dock walls among others.

9) Bay Port Modification to Plan of Operation

Mr. Haen explained that he is prepared to delay or withdraw our request for Bay Port plan modifications over concerns on state and EPA interpretation of PCB regulations for beneficial reuse. Currently Bay Port is permitted to accept PCB waste up to 50 ppm, the State is recommending that the limit be 1 ppm. As the Fox River has been cleaned up, this should not be an issue. However, the Environmental Protection Agency is stating that anything over 1 ppm needs to be considered "remediation waste" and cannot be used for beneficial reuse and all dredged material from the project or spot would have to be permanently stay at Bay

Port. The Port and port operators are not involved in remediation dredging. The concern is that if a river sample would be found to be over 1 ppm, this would be evidence that the Fox River was not entirely cleaned up in past initiatives and it is unclear who would be responsible for dredging and disposing of that dredged material. Answering the “what ifs” is important.

10) Directors Report

The Port formally communicated with the Army Corps of Engineers by letter and email expressing that the 217 Agreement needs to be finalized. There was quick response from the Corps, and the Port hopes to see a resolution soon. The Bay Port annual report contains all the activities that happen under the 217 Agreement.

11) Acknowledgement of Bills

**A motion to acknowledge payment of the bills was made by Wes Kornowske and seconded by Barb LaMue.** Unanimously approved.

12) Such Other Matters as Authorized by Law

13) Adjourn

**A motion to adjourn the Harbor Commission meeting at 11:26am was made by Wes Kornowske and seconded by Mike Vizer.** Unanimously approved.

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Tom Klimek, President  
Harbor Commission

Dean R. Haen, Director  
Port & Resource Recovery Department