

**PORT AND SOLID WASTE DEPARTMENT**

*Brown County*

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DEAN R. HAEN

DIRECTOR

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**PROCEEDINGS OF THE BROWN COUNTY HARBOR COMMISSION**

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A meeting was held on **Monday, May 13, 2013**  
Clarion Hotel, 200 Main St., Green Bay, WI

1) The meeting was officially called to order by President McKloskey at 11:30 am.

2) Roll Call:

Present:            President Neil McKloskey  
                      Vice-President Craig Dickman  
                      Commissioner Bryan Hyska  
                      Commissioner Greg Flisram  
                      Commissioner Hank Wallace  
                      Commissioner John Hanitz  
                      Commissioner Tom Klimek

Excused:           Commissioner Bernie Erickson  
                      Commissioner Ron Antonneau

Also Present:     Dean Haen, Brown County P&SW  
                      Mark Walter, Brown County P&SW  
                      Jon Logan, Brown County P&SW  
                      Mark Rahmlow, Office of Representative Reid Ribble  
                      Jerry Chure, Graymont Western Lime

3) Approval/Modification – Meeting Agenda

**A motion to approve the agenda was made by Craig Dickman and seconded by Hank Wallace.** Unanimously approved.

4) Approval/Modification – March 11, 2013 Meeting Minutes

**A motion to approve the minutes of March 11, 2013 was made by Bryan Hyska and seconded by Craig Dickman.** Unanimously approved.

5) 2013 Budget Adjustment – Request for Approval

A budget adjustment is needed for the department to allocate funds into the proper budget categories for the Cat Island Chain project. The Port was awarded a WI Harbor Assistance Program Grant and US Fish & Wildlife/NRDA Grant in prior years to partially fund Brown County's Cat Island Project. While the award period for these grants span several fiscal years,

the project is progressing much faster than anticipated. In addition to the grant awards, Brown County's match requirement is to be met with a transfer of Harbor Fee funds. This adjustment is to increase and reallocate the project expenses and corresponding grant revenue awarded for the anticipated 2013 activity. No money is lost or gained.

**A motion to approve the 2013 Budget Adjustment was made by Craig Dickman and seconded by John Hanitz.** Unanimously approved.

6) 2013 Great Lakes Policy Positions – Request for Approval

Every year members of the Great Lakes Port Association identify the policy issues that are going to be pushed on a Federal platform. The issues do not change much because the progress of accomplishing things within the Port takes a long time. Issues include; Great Lakes Harbor Dredging, Harbor Maintenance Trust Fund, Marine Infrastructure Renewal, Short Sea Shipping, Aquatic Nuisance Species/Ballast Water Regulations, Great Ships Initiative, Chicago Lock Closure, and Seaway Navigation Season. Dean Haen, Director, took information on these issues to meet with Federal legislators in Washington, DC, last month.

**A motion to approve the 2013 Great Lakes Policy Positions was made by Tom Klimek and seconded by Craig Dickman.** Unanimously approved.

7) Federal Issues – Update

The Water Resources Development Act is a bill that is evolving in the Senate that is changing quite rapidly. Within the bill, there are a couple of provisions that are of interest to Green Bay and the Great Lakes. On the good side, the Senate wants to earmark 20% of harbor maintenance funds for the Great Lakes identified as a unique system of smaller ports. On the flip side, the Senate is trying to put in prioritization. The use of the money would go to high-use ports (deep-draft coastal ports). Every port on the Great Lakes is classified as a medium- or low-use port on a national level. This could be problematic if there was not enough money to trickle down into the Great Lakes unless the 20% provision stays in. Another unique item in the bill is an earmark of a certain amount (as of this morning \$50 million) to Donor Ports. Donor Ports are upper west coast ports like Seattle and Tacoma, WA who have naturally deep harbors. They pay into the harbor maintenance fund and never need any dredging. Their Representatives want the \$50 million directed back to these ports for port infrastructure work. This establishes a new precedent that could be a problem in the future. This bill will soon hit the Senate floor for vote then goes on to the House of Representatives. Senator Baldwin has taken a favorable position on the Great Lakes. She was a co-sponsor on the amendment for the 20% provision going to the Great Lakes. Senator Johnson was not. Congressman Ribble has been very supportive of our short-sea shipping and protecting the harbor maintenance trust fund and hopes the overall bill will be done by the end of the summer.

8) Beneficial Reuse Research by Jon Logan, UWGB

The Port & Solid Waste Department hired Jon Logan, at the time a UW Green Bay undergraduate student, about a year ago as an intern to work on an assessment of beneficial reuse of dredged material and how to incorporate it into the Hwy 41 project.

Mr. Logan looked at dredging activities taking place locally, in the Great Lakes, and beyond. He also looked at policies concerning dredged material and contamination levels. A problem facing the Great Lakes Ports is dealing with dredged material placement. The material is deemed a solid waste in Wisconsin as soon as it is taken off the lake bed. The long term goal

is to not need the Bay Port facility, a confined disposal facility for repurposed dredged material. Some past reuse projects include hydro-cycling, greenhouses, landfill topsoil, and composting. Mr. Logan is now a UWGB graduate student and his thesis will be on dredged material management with a completion date of January 2014.

9) Cat Island Chain Restoration Project - Update

The project is still moving along ahead of schedule and under budget. About 400 loads of rock are being moved each day. With it being dry one week, there were complaints of the amount of dust being kicked up. The Port passed that information along to the Contractor of the project who started watering the road down to keep the dust to a minimum. All three islands have had an initial layer of core stone placed to define the wave barrier and legs. The legs of the first two islands have been armored. The remaining work involves building the barriers up to grade, placing armor stone and placement of the gravel surface. There have been a few modifications to the project that the Corps of Engineers has proposed; part is so the County can adequately meet the match on the project. Right now the estimates suggest that the project is using 20% less stone than was originally estimated. This is because the lakebed is hard sand and the stone does not sink into the lakebed. To help meet the Port's cost share with the US Army Corps of Engineers, the Department will put up 468 marker posts along the causeway in accordance with the permit with the DNR. The Corps has also identified modifications such as widening the structure to have two trucks running at all times, putting access roads into each of the island cells, and building an off-loading facility adjacent to the shipping channel. The department is specifically looking at funding the off-loading facility so that water access for the dredging contract is possible. This was a design feature that was going to be constructed in the future.

10) Renard Island Closure Project - Update

The US Army Corps of Engineers determined that any savings from the Cat Island project would be able to be used to close Renard Island though the Corps did not identify a specific dollar amount. Staff is working with the DNR, Corps and Foth to develop a contract that meets the closure requirements while also reviewing the permitting requirements for consideration of Brown County taking ownership of the causeway to access the island in the long term. By May of next year Renard Island could be handed over to Brown County.

11) Director's Report

Mr. Haen gave an update on the department's reorganization; it looks as if it may be done this month, May, with the intention of going before Planning, Development and Transportation Committee in a couple weeks. The changes include eliminating the Port Manager position and hiring a Business Development Manager and an Operations Manager both working partially on Port functions. Overall the Department will go from 13 FTE to 12 FTE. Most of the other changes fall on the solid waste side of the operation. Overall the intent is to create a better management structure, eliminate silos, create cross training and professional development opportunities while saving money.

Governor Scott Walker appointed Dean Haen, Director, to the Great Lakes Compact Commission.

PMI has come and asked the Port to be a sponsor with a booth at the Tall Ships Festival. For \$1,000 (budgeted) our department can be a third-party and have a booth, staff time, and giveaways. The lowest sponsorship they offer is \$2,000.

**A motion to offer no more than \$1,000 for booth and sponsorship with in-kind services making up the differences for the Tall Ships Festival. Motion was made by Hank Wallace and seconded by Neil McKloskey. McKloskey voting Nay with all others voting Aye.**  
Motion approved.

12) Audit of Bills – Request for Approval

**A motion to approve the Bills was made by Hank Wallace and seconded by Bryan Hyska.**  
Unanimously approved.

13) April Tonnage Report – Request for Approval

April's tonnage increased, with three more ships this year compared to last year. cargo overall through April was up almost 120%. There were no ships in March due to a late winter. Jerry Chura, from Graymont Western Lime, forecasts that this year's tonnages look better than last year's.

**A motion to approve the April Tonnage Report was made by Tom Klimek and seconded by Hank Wallace.** Unanimously approved.

14) Such Other Matters as Authorized by Law

None

15) Closed Session

*Pursuant to Wis. Stat. § 19.85(1)(e), any meeting of a governmental body may be convened in closed session for purposes of deliberating or negotiating the purchasing of public properties, the investing of public funds, or the conducting of other specified public business, whenever competitive or bargaining reasons require closed session.*

**A motion to go into closed session was made by Hank Wallace and seconded by Bryan Hyska.** A roll call vote followed with the following Board members voting "aye": Neil McKloskey, Bryan Hyska, Hank Wallace, John Hanitz, Tom Klimek, and Greg Flisram. There were no "nay" votes; the motion was passed. The purpose of the closed session was for deliberation and possible negotiations/action relating to the consideration of a sale of a portion of parcel 6-6 in the City of Green Bay.

**A motion was made by Hank Wallace and seconded by Bryan Hyska to return to open session.** A roll call followed with the following Board members voting "aye": Neil McKloskey, Bryan Hyska, Hank Wallace, John Hanitz, Tom Klimek, and Greg Flisram. There were no "nay" votes; the motion was passed.

The Board continued with agenda items in open session.

16) **A motion to adjourn was made by Hank Wallace and seconded by Tom Klimek.**  
Unanimously approved. Meeting adjourned at 12:50 pm.