
PROCEEDINGS OF THE BROWN COUNTY HARBOR COMMISSION

A meeting was held on **Monday, September 8th, 2014**
Brown County Resource Recovery Facility, 2561 S Broadway, Green Bay, WI

1) The meeting was officially called to order by Craig Dickman at 11:33 am.

2) Roll Call:

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

Also Present: Dean Haen, Brown County P&RR
Mark Walter, Brown County P&RR
Roger Kaminski, Georgia-Pacific
John Evans, Georgia-Pacific

Excused: Commissioner Greg Flisram

Not Excused: Commissioner Ron Antonneau

3) Approval/Modification – Meeting Agenda

A motion to approve the agenda was made by Bryan Hyska and seconded by Tom Klimek. Unanimously approved.

4) Approval/Modification – July 21, 2014 Meeting Minutes

A motion to approve the minutes of July 21, 2014 was made by John Hanitz and seconded by Hank Wallace. Unanimously approved.

5) Cell Tower Sale Offer – Request for Approval

Mark Walter, Brown County Port & Resource Recovery Business Development Manager, contacted the cell tower owner American Tower about their initial offer to purchase an easement to the cell tower to request more information. After several contacts he is still waiting for a response from them. This item will remain on the Agenda until next month for a response.

5A) Terminal Operator Concerns about Fox River Environmental Dredging – Request for Action

There was a Harbor Fee meeting with the Fox River Clean-Up Contractors and Terminal Operators to discuss what was going to be done with the Harbor Fee in 2015. Included in that meeting was Tetra Tech and Brennan Marine to discuss what was happening with the clean up as they are progressing to the north and enter into the Port. There were some issues such as the location of St. Mary's cement barge, which had to be moved several times (\$10,000 each time). The barge had to be moved so they could dredge underneath it. In addition to that, the environmental clean-up project was trying to encourage RGL Holdings to cap their slip with a rock or sand layer instead of removing all of the PCB's. Georgia-Pacific was also encouraged to allow capping. .

A motion was made to suspend the rules to hear from interested parties to speak on environmental dredging was made by Bernie Erickson and seconded by Tom Klimek. Unanimously approved.

Roger Kaminski, Georgia-Pacific, explained how in the late 60s along the shoreline Fort Howard was a recycler of NCR paper. This is how the whole issue of PCBs came about with discharging into the water. Georgia-Pacific has their own water treatment facility now. There has been dredging out in the channel for the most part but now the project is dredging material along the shoreline. The clean-up project managers are now determining which areas to dredge or permanently cap. Throughout the years, Georgia-Pacific can show how that bulk head was filled out and filled to height with documentation from the US Corps of Engineers, permits and drawings back from the early 1940s. A lot of that information is not good enough for Tetra Tech or NCR. They would like Georgia-Pacific to go farther as to where did the materials come from, size, etc. The only thing at this point for Georgia-Pacific to do is say go ahead and bore through the bulk-head wall to take a look at what lies beneath. They want to go further and do more soil-boring throughout the entire site which is not practical. Georgia-Pacific has a team of civil structural engineers in-house and contracted that say is makes sense to bore through the bulk-head wall. Georgia-Pacific's environmental attorneys from Atlanta have written a letter to waive any liability if any damage was done by dredging all of the PCBs out from under bulk-head wall area. The argument is because the river contains a lot of soft sediments that the material behind there is going to come out and collapse the whole wall. This would not be a factor because there have been coal piles sitting along the river since the 1920s which had compacted the material. The cap Tetra Tech would like to place would go from the outfall to 2,000 feet down the river to the boat slip. Georgia-Pacific does not think this would be a good thing because they know down the road environmental rules are going to change, a new water intake is going to have to be built for the facility, new charge diffuser, etc.. Once that environmental cap is placed it cannot cost effectively be disturbed. The process of going through the permitting to disturb the cap would take a lot of time along with the expenses. Georgia-Pacific is the first facility along the river and

does not want to set precedence for the other terminal operators. Request was made of Georgia-Pacific to put together a summary and bullet-points of the roadblocks that the Clean-Up PRP is putting out there so this can be shared with the other terminal operators such as structural and waivers.

Since the Harbor Fee meeting, where Dean Haen had invited Tetra Tech, a conference call and an in-office meeting has been scheduled on September 18th.

A motion was made to return to regular session by John Hanitz and seconded by Tom Klimek. Unanimously approved.

6) Strategic Planning Subcommittee – Update

A roundtable meeting took place September 8th for terminal operators. St. Mary's Cement, Georgia-Pacific and Fox River Dock attended. Noble Petro and Fox River Dock are up for sale. The second session will take place September 16th. The discussion consisted of new commodities, cruise ships and exporting.

7) WCPA Annual Meeting – Update

Attendance was close to 80 people at the WCPA meeting. The Governor providing the welcome address and Senator Baldwin came as part of that welcome along with Congressman Ribble's office and Senator Johnson's office. The topics were good and the Port of Green Bay has returned to the President of the Wisconsin Commercial Ports Association. The conference will take place at the Port of Milwaukee next year.

8) Renard Island – Update

Dave Charles, Friends of Bay Beach, had flown over the island and identified an area that could be a sink hole in the middle of the island. Department staff will need to go out to the island and investigate further. The work is almost complete, waiting on the US Corps of Engineers to finalize some closure activities. The causeway will be modified to permanent in October/November 2014 and after this winter the real estate documents for transfer will be established. Foth is creating an engineering analysis to see what the possibilities are for different types of structures that could be built on the island.

9) Cat Island - Update

Initial dredging and placement of material in Cat Island had resulted in is sandy material being dredged that is white beach sand. A sample is going to be physically analyzed to look at the grain size of the sand. There are already two football fields of land and they are only a ¼ of the way complete with what is going to be dredged this year. Typically there is only about 100,000 yards dredged per year but because they are hydraulically pumping it, which is cheaper, it is forecasted to dredge 456,000 cubic yards. The project overall is very impressive.

10)Director's Report – Update

The signs that were placed along the Fox River trail a few years back are faded. The signs are still covered under warranty so the signs will be replaced. Parks will go out there and put them in.

In October, Mark Walter and Dean Haen will be going to Chicago area and visit the Port of Burns Harbor as part of a trip to meet with two ship agents. The goal is to better inform the ship agents about why they should be telling the ocean going vessels that they can come into the Port of Green Bay. Mark and Dean would also like to meet with CN Railyard, BTX Company who is looking to do some inter-modal transfers from Green Bay, a couple of freight forwarders, DeLong Company and another company in Milwaukee.

Neil McKloskey tendered his resignation from the Harbor Commission effective after this meeting. The Harbor Commission and department presented a plaque to Neil. The plaque states, "In Appreciation for More than 26 Years of Dedication and Service to the Brown County Harbor Commission, Neil McKloskey Is Hereby Presented With This Award of Excellence And Hereby Authorizes The Naming Of "West Island," Which Consists Of Approximately 74 Acres, Of The Cat Island Chain Restoration Project In Honor Of Mr. Neil McKloskey As "McKloskey Island." Thank You for Sharing Your Time, Knowledge and Talent! Brown County, September 8, 2014".

11)Audit of Bills – Request for Approval

A motion to approve the Bills was made by Bernie Erickson and seconded by Hank Wallace. Unanimously approved.

12)Tonnage Report – Request for Approval

A motion to approve the Tonnage Report was made by Hank Wallace and seconded by John Hanitz. Unanimously approved.

13)Such Other Matters as Authorized by Law

No other matters as authorized by Law.

14)Adjourn

A motion to adjourn was made by Bernie Erickson and seconded by John Hanitz. Unanimously approved. Meeting adjourned at 12:43 pm.

Craig Dickman, President
Harbor Commission

Dean R. Haen, Director
Port & Resource Recovery Department