

OCTOBER 2012

# Port' N News

## Restoring the Cat Island Chain in Lower Green Bay

Beginning in June of this year, Brown County began construction of a rock spine structure that will act as a wave barrier and provide the foundation for restoring the Cat Island Chain. The project is being undertaken in several phases. Brown County's portion of the project represents the first phase of a project to construct a 2.5-mile long wave barrier along the remnant Cat Island shoals to protect and restore 1,225 acres of shallow water and wetland habitat. The wave barrier provides the base for constructing three islands which will be built from beneficially reused fine



sands dredged from the outer navigation channel. The three islands total about 272 acres and will help to restore island habitat and, by

blocking wave energy, reestablish aquatic plant beds in 1,400 acres of the lower bay. Restoring the islands will lead to recovery of much of the important lower bay habitat and benefit sport and commercial fisheries, colonial nesting water birds, shorebirds, waterfowl, marsh nesting birds, amphibians, turtles, invertebrates, and furbearing mammals. The wave barrier will provide long term protection to the barrier islands and restored wetlands from future storm and ice damage.

The Brown County Port & Solid Waste Department received a \$1.5 million EPA Grant to help fund the first phase of this multi-million dollar project covering a portion of the wave barrier extending 3,900 feet into the bay. Plans are currently underway for additional construction phases estimated to cost some \$20 million that will be undertaken by the US Army Corps of Engineers in cooperation with Brown County. These phases will complete the remainder of the wave barrier and side dikes for the three islands. The islands will be then be filled by the Corps using clean dredge material from the maintenance of the Green Bay Harbor over the next thirty years.

The project is a partnership between the Port of Green Bay, Brown County, US Army Corps of Engineers, US Environmental Protection Agency, US Fish & Wildlife Service, Wisconsin Departments of Transportation and Natural Resources, Lower Fox River/Green Bay Natural Resources Trustee Council, UW Sea-Grant, UW-Green Bay and 14 port terminal operators. Funding is being provided from EPA Great

Lakes Restoration Initiative grants, a Wisconsin DOT Harbor Assistance Program grant, a Natural Resources Damages Assessment grant, and funds collected by the Port of Green Bay. The wave barrier and side dikes of the three islands are expected to be completed in 2014.



### Inside this issue:

<b><i>Dredging Material.....</i></b>	<b>2</b>
<b><i>Bylsby Ave .....</i></b>	<b>2</b>
<b><i>Event Calendar.....</i></b>	<b>2</b>
<b><i>Renard Island .....</i></b>	<b>3</b>
<b><i>Wisconsin Ports.....</i></b>	<b>3</b>
<b><i>August Tonnage .....</i></b>	<b>4</b>

## BENEFICIAL REUSE EFFORT



The Port is constantly pursuing new ways to promote the beneficial reuse of dredge material. This material is generated at high rates each year to maintain the shipping channels that allow the Port of Green Bay to provide access to the international and domestic markets.

Recently, the Port created an informational document that explains the properties of our dredge material and its possible uses. This document was then distributed to many of our local construction companies who may have a use for the material. This step was taken to open the channel of communication with the community to begin to find new ways to use this valuable commodity.

Using this material will benefit the construction companies by lowering the costs associated with acquiring fill and will help the entire local economy by allowing the Port to continue providing its services.

## BYLSBY AVE IMPROVEMENTS

Improvements to the Port-owned property at 1445 Bylsby Avenue have taken a major step forward this summer thanks in part to the Brown County Airport. Over 9,500 cubic yards of broken down concrete curbing from the Airport is being used to fill this old industrial property. This area was once secondary containment for petroleum tanks that historically existed at the site. Use of the Airport material has reduced the Port's improvement schedule from 3-5 years down to six months. These improvements will result in eight additional acres of usable industrial land. A storm water management pond will be constructed in 2013 and the property will then be aggressively marketed for Port related activities.



## CALENDAR OF EVENTS

### HARBOR COMMISSION

**October 8, 2012**

Clarion Hotel @ 11:30am

### COUNTY BOARD BUDGET MEETING

**November 5, 2012**

MARK YOUR CALENDARS!

**CAT ISLAND RESTORATION PROJECT  
GROUNDBREAKING CEREMONY**

**THURSDAY, OCTOBER 25, 2012 AT 11:00 AM**

**BARKHAUSEN WATERFOWL PRESERVE**  
2024 Lakeview Drive,  
Suamico, WI 54173

Tour of Cat Island Project to follow

To RSVP:  
meyer\_ja@co.brown.wi.us  
Phone: (920) 492.4950

## COUNTY FINDS CREATIVE SOLUTION TO CLOSURE WORK

The Renard Island Closure Plan prescribes an engineered earthen cover that will secure sediments, thereby protecting human health and the environment. Approved sediments have been dried at the Bay Port Facility for placement on the island. The full closure costs are estimated at \$5M. In 2010, Brown County received a \$2M Great Lakes Restoration Initiative grant for initial closure activities. The grant resulted in 259,212 cy of dredged material being placed on the island. An additional \$3M worth of closure work is still needed.

Renard Island has a WDNR closure deadline of June 2013. The FY2013 President's Budget again did not include any Corps dollars for advancing the closure project. The Corps, in a letter dated April 16, 2012, acknowledges that the capping is a federal responsibility, but the closure is an unfunded low priority when compared to critical navigation needs within the Green Bay Harbor, the Great Lakes and the nation. Brown County has and will continue to work with our federal legislators to increase the priority of the closure and pursue Corps appropriations to fund the closure activities.

Currently dredged material is placed in the County operated Bay Port confined disposal facility. By a separate 20-year 217 Agreement, this facility charges a tipping fee for Corps use. The Agreement says that the County can only charge for actual costs and the Corps will only pay the actual costs. Actual costs include construction, operation & maintenance, closure and long-term care. Every five years the facility is audited under provisions of the Agreement comparing actual costs and revenue. Any imbalance resulting in over or under-collections are adjusted for as part of the next regularly scheduled audit of tipping fees. In the past, the audit determined the County owes the Corps funds and the tipping fee schedule was adjusted to correct the imbalance. The County has forecasted the imbalance to grow as a result of the grant funded closure work that occurred. Brown County was preparing to empty 160,000 cy in cell 5 at the Bay Port Facility this winter.

With the WDNR closure deadline and a lack of federal construction funds to close Renard Island, Brown County will charge the Corps a \$0/ton tipping fee in 2012 in exchange for the Corps using that money to empty Cell 5 and transfer the dredged material to Renard Island fulfilling 50% of the remaining closure activities. With today's financial climate, this type of creative thinking and cooperation should be commended. More work is needed to close the island, but continued progress is in everyone's best interest.



## PORTS KEEP WISCONSIN'S ECONOMY AFLOAT AND MOVING

Wisconsin ports floated into the spotlight when Governor Scott Walker proclaimed August 20-26 "Wisconsin Ports Week". The Wisconsin Department of Transportation (WisDOT) and TDA teamed up to promote, educate and celebrate the network of ports that contributes to the state's economy, environment and quality of life.

"The 29 commercial ports in our state play a vital role to the quality of life we all enjoy in Wisconsin," said Department of Transportation Secretary Mark Gottlieb. "Ports are an important part of the state's transportation infrastructure, as several businesses rely on these facilities to transport goods into the state, as well as ensure that many products from Wisconsin have an entryway to the global economy."

Each year, Wisconsin's ports handle more than 40 million tons of cargo, valued at more than \$8 billion. In addition, they provide an important transportation alternative for the movement of goods, generate approximately \$1.6 billion in economic activity, and support almost 10,000 jobs. Ports are also used as hubs for passenger transportation (ferries) and for recreational activities.

Water transportation is both efficient and environmentally responsible.

"Our ports have helped shape Wisconsin's history as a manufacturing and agriculture state," added Transportation Development Association of Wisconsin Executive Director Craig Thompson. "Wisconsin's ports provide a competitive advantage – a way to move both bulk products and very large pieces of equipment safely and efficiently. Most states in this country simply could not move many of the products Wisconsin is able to move on a consistent basis through our ports."



**ADDRESS SERVICE REQUESTED**

Brown County Port & Solid Waste Dept.  
 2561 S. Broadway Street  
 Green Bay, WI 54304

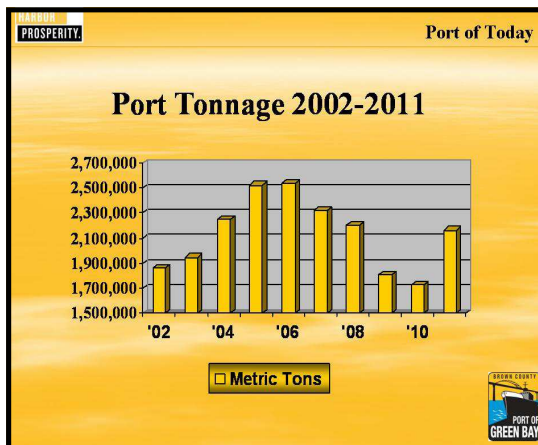
Phone (920) 492-4950  
 Fax (920) 492-4957  
 Email: BC\_Port@co.brown.wi.us

**CHECK OUT OUR WEBSITE**  
[WWW.PORTOFGREENBAY.COM](http://WWW.PORTOFGREENBAY.COM)  
 FIND US ON TWITTER @PORTOFGREENBAY  
 CHECK US OUT ON FACEBOOK SEARCH: PORT OF GREEN BAY

**PORT TONNAGE—AUGUST 2012**

The 2012 shipping season is beyond the half-way point. The shipping season started slow in April, outpaced itself in May and June and is now starting to lose some of that momentum. The reconstruction of Hwy 41, renovations at Lambeau Field and other road construction have pushed up the quantities of cement and liquid asphalt moved through the port. I would have suspected our regional 2011 salt reserves to be high considering the mild winter last year. Surprisingly, salt shipments are higher at time of year than last year. This may be just a timing thing, but nevertheless at this time it is an increase.

At this point, port activities are equal to 2011. Let's not lose sight of the fact that 2011 was very successful and all indications are that the 2012 season will be comparable to 2011. If 2012 matches 2011 by exceeding 2 million tons of cargo, it will be the first time in since 2007 and 2008 that we have had back-to-back 2 million ton years.



Cargo (% change)	2011	2012
<b>Domestic Imports</b>		
Cement (+24%)	164,267	203,627
Coal (-10%)	318,189	284,940
Gypsum	9,874	0
Limestone (0%)	343,635	343,984
Liquid Asphalt	0	12,357
Petroleum Coke	17,090	0
Salt (+41%)	30,726	43,358
Pig Iron	4,738	0
<b>Total Domestic (0%)</b>	<b>888,519</b>	<b>888,266</b>
<b>Foreign Imports</b>		
Petroleum Products (+8%)	6,425	6,944
Salt (+7)	71,752	76,726
Pig Iron (-7%)	4,993	5,117
<b>Total (+7%)</b>	<b>83,169</b>	<b>88,787</b>
<b>Domestic Exports</b>		
Petroleum Products (-56%)	106,388	46,845
<b>Foreign Exports</b>		
Petroleum Products (+113%)	49,968	106,465
<b>Total Tonnage (0%)</b>	<b>1,128,044</b>	<b>1,130,361</b>
<b>Vessels (+3%)</b>	<b>98</b>	<b>101</b>