PORT OF GREEN BAY
SITE DEVELOPMENT PROJECT
PIDP GRANT APPLICATION

May 11, 2022

Port of Green Bay
2561 S. Broadway
Green Bay, WI 54304

Field Name	Response
Name of applicant	Port of Green Bay
Is the applicant applying as a lead applicant with any private entity partners or joint applicants?	Single Applicant
What is the project name?	Port of Green Bay Site Development Project
Project description	The project is the redevelopment of a former power plant site into an active Port business. The site, located at 1530 Bylsby Avenue at the mouth of the Fox River in the City of Green Bay, is in an exclusively industrial area of the community, adjacent to Interstate Highway 43 and Canadian National Rail lines. The Port Redevelopment Project will include brownfield clean-up, construction of new dock walls, filling of an old boat slip and behind bulkhead lines, construction of stormwater management features, bollards and crane pads, dredging, resurfacing, asphalting, construction of rail lines.
Is this a planning project?	No
Is this a project at a coastal, Great Lakes, or inland river port?	Great Lakes
GIS Coordinates (in Latitude and Longitude format)	44.539934,-88.009074
Is this project in an urban or rural area?	Urban
Project Zip Code	54303
Is the project located in a Historically Disadvantaged Community or a Community Development Zone? (A CDZ is a Choice Neighborhood, Empowerment Zone, Opportunity Zone, or Promise Zone.)	Yes, Historically Disadvantaged Community; Opportunity Zone 55009000100
Has the same project been previously submitted for PIDP funding?	No
Is the applicant applying for other discretionary grant programs in 2022 for the same work or related scopes of work?	No
Has the applicant previously received TIGER, BUILD, RAISE, FASTLANE, INFRA or PIDP funding?	No
PIDP Grant Amount Requested	$ 10,134,800
Total Future Eligible Project costs	$ -
Total Project Cost	$ 30,234,800
Total Federal Funding	$ 10,134,800
Total Non-Federal Funding	$ 20,100,000
Will RRIF or TIFIA funds be used as part of the project financing?	No

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PORT INFRASTRUCTURE DEVELOPMENT PROGRAM APPLICATION

PROJECT NARRATIVE

***Project Name**:* Port of Green Bay Site Development Project

1.0 Project Description

Brown County, Wisconsin, is a local government and therefore an eligible applicant for PIPD, as described in the NOFO. The Port of Green Bay is the lead department of Brown County working towards the expansion of business and shipping activity at the Port of Green Bay.

The project for which funding is being requested is the redevelopment of a former power plant site into an active Port business. The Port Development Project will be the first new Port terminal in Green Bay in nearly 100 years. Redeveloping a vacant parcel into a modern Port facility has the potential to transform the Port and set the stage for the Port to become a multimodal operation in the future.

The Port Development Site, located at 1530 Bylsby Avenue in the city of Green Bay, had operated as a coal-fired power plant beginning in 1927 (Figure 1). In 2016, the Port of Green Bay's *Property Acquisition Plan* identified the Pulliam Power Plant Site as the most desirable property for Port acquisition and development to ensure continued economic growth and stability of the Port. In 2018, Wisconsin Public Service (WPS) decommissioned the power plant providing an opportunity for the Port of Green Bay to acquire and redevelop the site into an active Port terminal.

In 2020, following the decommissioning of the power plant, Brown County approached WPS with an offer to purchase the property. In 2021, Brown County executed a Purchase Agreement with WPS for 43.89 acres of the site with the intent to upgrade site infrastructure and redevelop it for active Port operations. As part of this sale, GLC Minerals, which operates a terminal adjacent to the site, has committed to purchasing approximately 10 acres of the site from the Port to expand their existing operations with additional acres to be leased from the Port.

In January 2022, the Port of Green Bay paid $2.2 million to acquire the site with the Wisconsin Economic Development Corporation (WEDC) providing a $500,000 grant to support the total $2.7 million property purchase (Figures 2 & 3).

The Port Development Project has been separated into two phases: 1) Development of the site into a modern Port facility, and 2) Relocation of coal piles out of downtown Green Bay. Under this application, the Port is requesting funding for Phase I of the project which will include brownfield clean-up, filling of an old boat slip and behind bulkhead lines, construction of new dock wall with bollards and crane pads, dredging, resurfacing, asphalt pads, rail lines, and stormwater management features. The Port is negotiating a long-term lease with the C. Reiss Company for site acreage not leased to GLC, which would allow for the relocation of coal piles out of downtown Green Bay under Phase 2. The relocation could result in residential, commercial, and additional Port-related industrial growth in the downtown area through redevelopment of the existing C. Reiss property in downtown Green Bay. As the Port continues to negotiate with C. Reiss, other terminal operations will continue to be pursued for the Port Development Site. Other potential uses for the site include a new terminal operator that handles plate, bar or coil steel, fertilizer, shipbuilding or development of a rail/truck intermodal facility for future maritime containers.

Figure 1

Port of Green Bay Port Development Project
Location Within The State Of Wisconsin

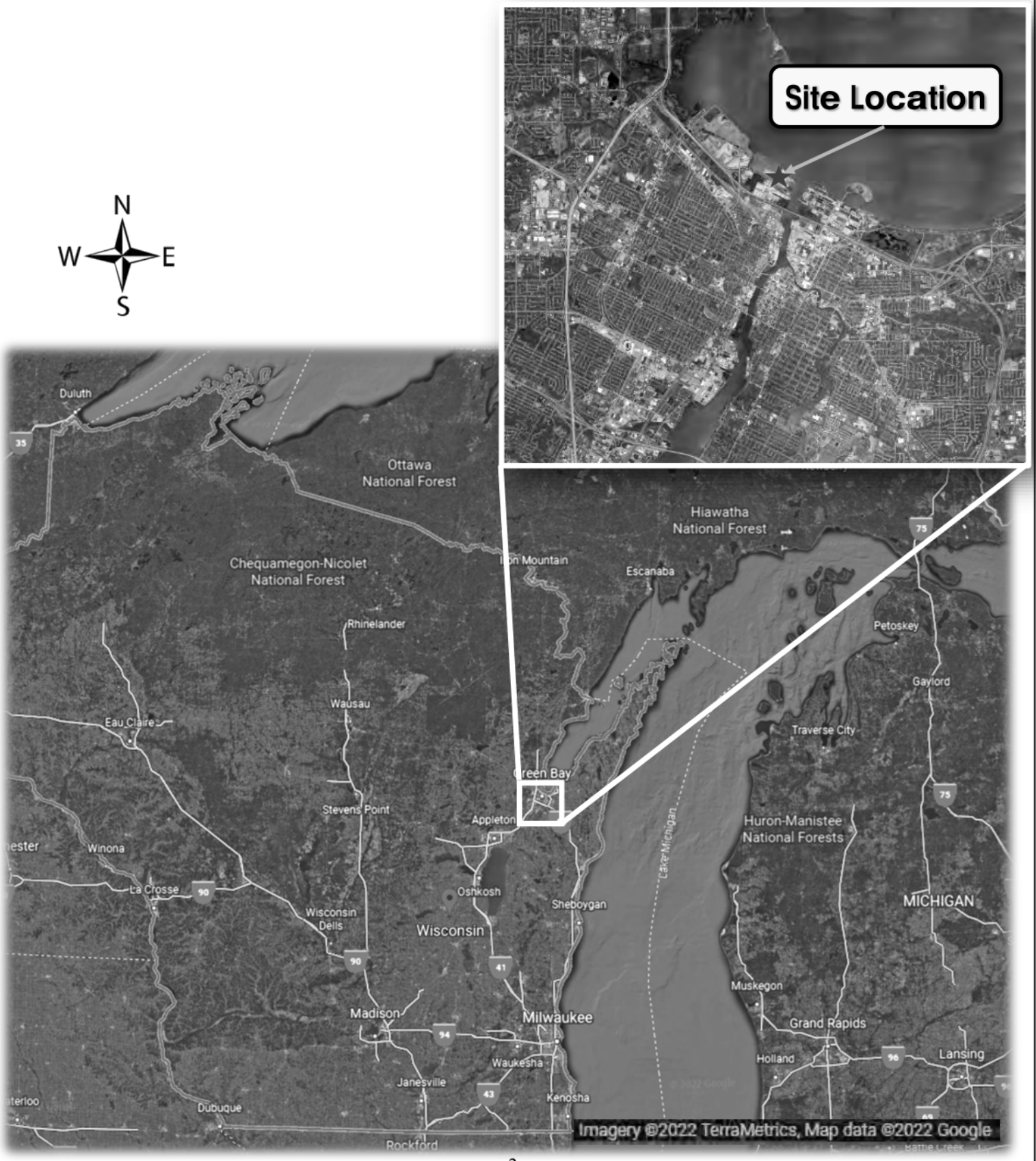

Figure 2

2022 Aerial of Project Site

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Port of Green Bay Development Site

BROWN COUNTY
PORT OF
GREEN BAY

Figure 3
2022 Project Site Images

Port of Green Bay Development Site

Looking East

Looking West

1.1 Proposed Site Improvements

The Port Development Site is well-suited for Port-related uses as it is located at the deepest part of the Port with immediate access to both rail and the interstate highway system. Potential uses for the site include a new terminal operator that handles bulk material, plate, bar or coil steel, fertilizer, etc., or development of a rail/truck intermodal facility for future maritime containers.

The project that is being proposed would add the first new Port facilities in more than 100 years to the Port of Green Bay. The redevelopment of a site that has been in continuous usage for electrical power generation offers an opportunity unlike any other in recent history for expanding the Port, diversifying cargo and stabilizing the economic impact of the Port of Green Bay well into the future.

The development costs for the Pulliam site are estimated at $30 million to update site infrastructure to a state-of-the-art Port facility. Ownership and development of the site will allow the Port to manage the property to ensure that it serves as an active terminal and continues to provide a positive economic benefit to the community for generations. With funding for this project, Brown County expects to complete the redevelopment of the Port Development Site and put it into active use within three years.

This project will include the clearing and redevelopment of the Port Development Site in order to provide the basis for new Port operations. The site will initially be cleared of any soil containing petroleum or coal residue. Dock walls will be constructed at the bulkhead lines. An old boat slip will be filled as will the near shore areas between the current shoreline and the bulkhead lines along both the bay of Green Bay and Fox River. A cooling water slough and other low areas of the site will be filled to raise the overall site above flood elevations. The site will be graded and some 10 acres will be asphalted to provide a base for initial operations. Stormwater management facilities will be constructed on the site to remove suspended solids. Other aspects of the project include placement of mooring bollards, construction of crane pads, dredging, and installation of a rail spur and switches. After the initial site redevelopment, Brown County will work with terminal operators to develop Port operations on the site (Figures 4a, 4b, 4c).

The project will be put out for construction bids once on-site environmental investigations and final engineering have been completed.

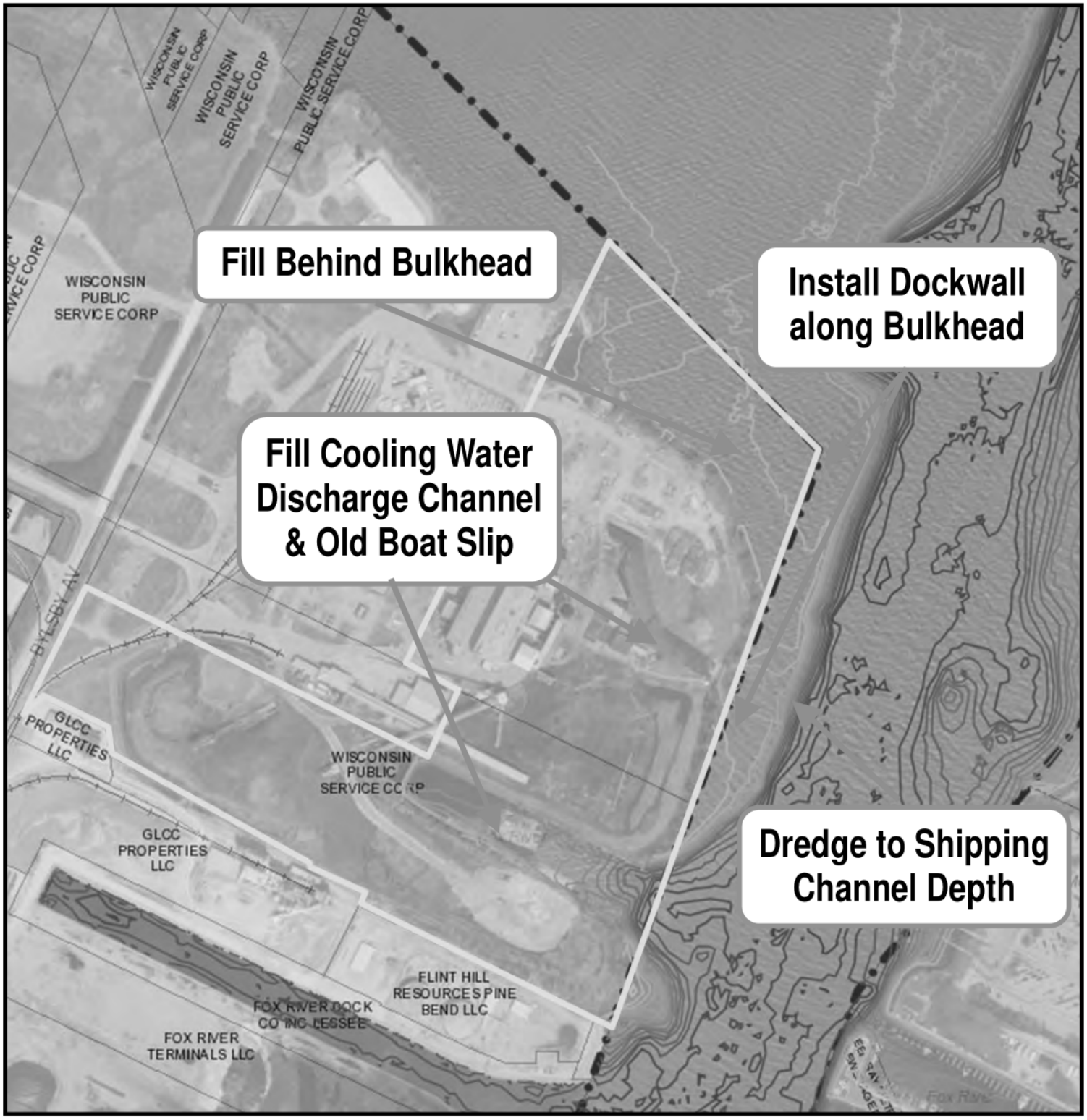
In addition, if C. Reiss coal operations are relocated to the site under Phase 2, it will spur cleanup and redevelopment in a downtown area of the city of Green Bay resulting in increased property values and the creation of hundreds of units of mixed-income housing, new commercial uses, cleaner industrial and Port uses, and hundreds of new jobs. The relocation of the coal piles would significantly improve air quality, water quality and overall quality of life for neighborhood residents who are disproportionally lower income and people of color.

1.2 Challenges

The Port of Green Bay Development Project has a number of challenges that will need to be overcome to put the site into active Port use.

In order to allow full and active operations and to allow boats to dock at the site, substantial improvements are needed. Improvements include installation of approximately1,750 feet of new dockwall, riprapping of shore areas, dredging to navigation depth adjacent to the site, filling and

Figure 4a
Site Improvements



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Port of Green Bay Development Site

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Figure 4b
Site Improvements

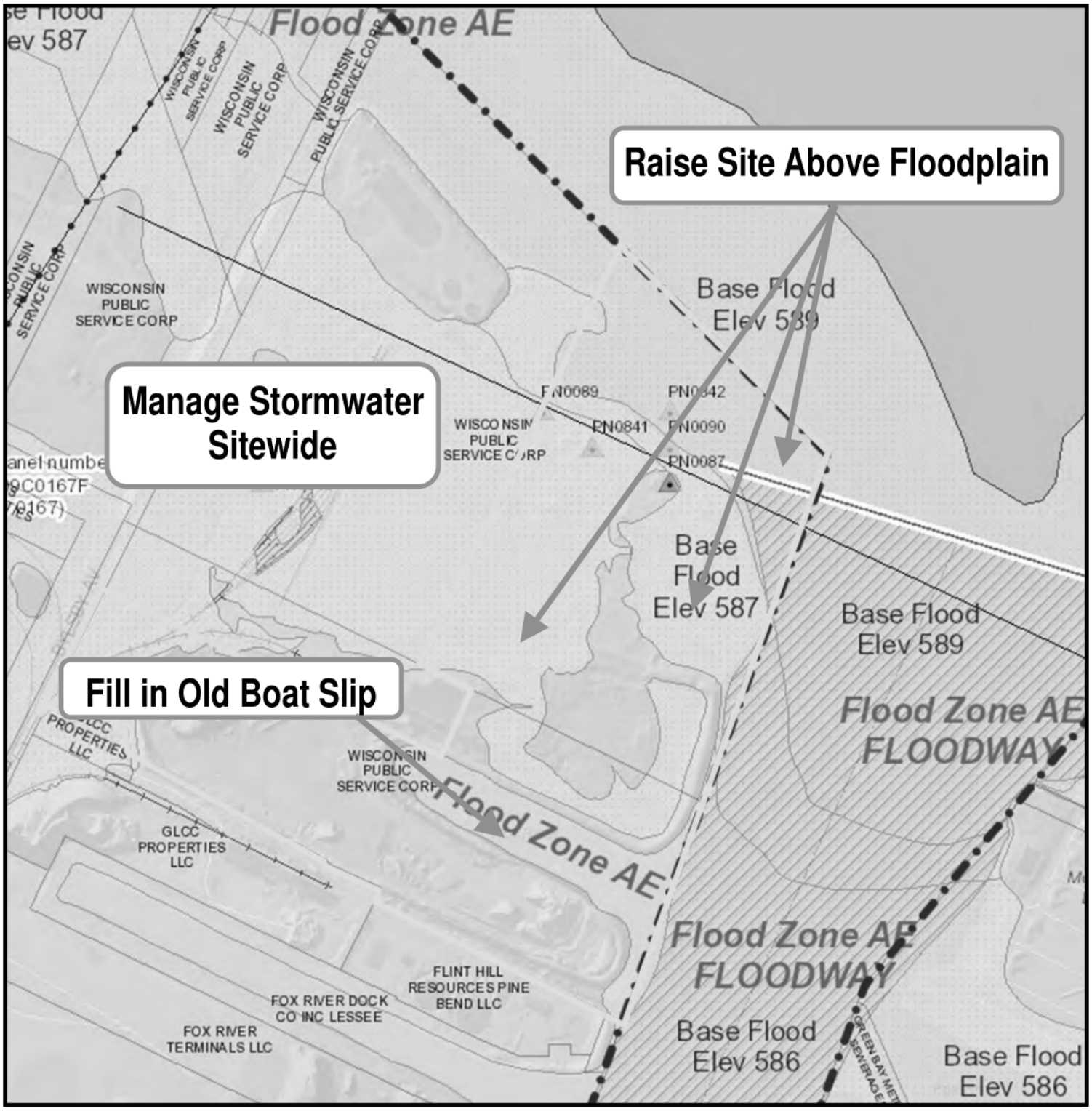

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Figure 4c

Rail Easements Improvements

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Port of Green Bay Development Site

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grading to raise the area out of the floodplain, installation of stormwater management facilities, installation of crane pads, and overall improvements to roads and rail.

The largest challenges deal with the installation of new dockwalls along the bulkhead lines in the Fox River and Green Bay, filling the old slip and cooling slough as well as managing stormwater without sacrificing acreage. Dredging will need to be undertaken in the area in order to reach channel depth of 24 feet and allow ships to safely moor alongside the site.

Flooding

The site has intermittently flooded due to rising lake levels and strong storms that come from the northeast backing up water in the Fox River and raising water in the lower bay of Green Bay. The project will raise the elevation of the site above the 100-year and 500-year flood elevations. A portion of the site that lies between the bulkhead line and the shore is currently located in the floodway of the Fox River. It will need to be filled to remove it from the floodway (Figure 5).

Access

The site is currently accessed through an easement with WPS. The Port is working to provide full access to the site from the adjacent road (Bylsby Avenue) without having to use this easement.

Stormwater Management

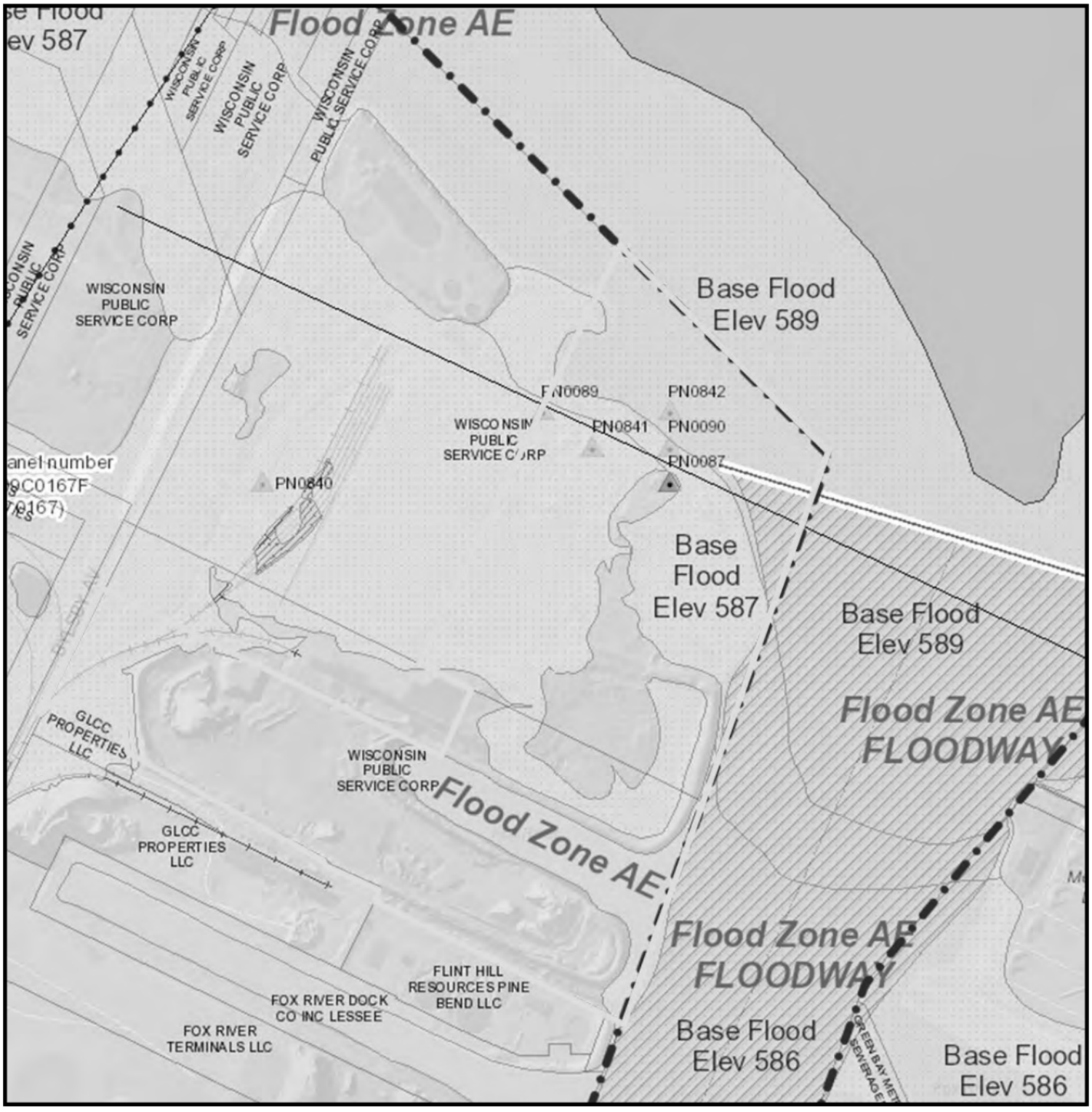
The redevelopment of the site will require managing stormwater without sacrificing acreage. Since lower Green Bay is part of the Green Bay Area of Concern (AOC) management of stormwater for suspended solids and other potential contaminants will be required.

Permitting

Obtaining and documenting all construction and environmental permitting that is required to construct and operate the system is always a challenge for any project. Items that will pose some level of permitting and negotiation include:

- Dock Wall Construction: Installation of 1,750 lineal feet of dock wall.
- Dredging 149,000 cubic yards of material to be dredged.
- Rail Service & Storage Tracks Installation of three switches and repair and extension of track for a total of 2,500 lineal feet.
- Stormwater Storage/Control Stormwater collection and treatment facility.
- Electrical Primary feeder, feeders to building and dock equipment, site lighting.
- Roads & Other Utilities Gravel side roads, concrete road crossing, sanitary and storm sewer, water.
- Building Office, repair shop and storage space.
- Equipment Truck scale.
- Miscellaneous Dust control, erosion control and mobilization.

Figure 5
Flood Zones



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Port of Green Bay Development Site

BROWN COUNTY PORT OF GREEN BAY

1.3 Planning Background

As noted earlier, the 2016 Port of Green Bay *Property Acquisition Plan* evaluated 13 properties in the Port of Green Bay for Port acquisition and development. The Pulliam Power Plant Site ranked as the most desirable property for Port acquisition. In support of the acquisition plan, every Port of Green Bay Strategic Plan since 2000 has identified the need for the Port to acquire and develop property to ensure long-term stability of the Port. The *2020 Port of Green Bay Strategic Plan* identified a number of strategic initiatives related to the future stability and growth of the Port. Two areas of focus in the plan include:

1. World Class Operations
   Strive for the Port of Green Bay to be autonomous with world-class operations focused on maintaining existing infrastructure, building new infrastructure and removing barriers to moving commerce.
   Strategic Initiatives
   - Acquire property for future Port activities and to diversify the Port's functions.
2. Strong Business Development
   Strategic Action Items
   - Continue to pursue acquisition or other involvement in the future use of the WE Energies Pulliam Power Plant site to ensure property is used for its highest and best uses as industrial port property.

This project aligns with a number of the Wisconsin Department of Transportation's state plans. The *Wisconsin State Freight Plan* discusses Ports in ***Section 8.5. Ports and Waterways Policies and Strategies***. The plan calls for WisDOT to promote increased freight transportation and commerce along the Great Lakes and the Mississippi River, by maintaining and improving critical to Wisconsin's transportation system. Specifically, WisDOT will:

- *Explore the development of a maritime strategy for Wisconsin*
- *Provide state assistance programs for harbor improvements*
- *Advocate for federal funding of navigation and environmental improvements for the Upper Mississippi River-Illinois River Waterway, Soo Lock System, and the Great Lakes and St. Lawrence Seaway*
- *Examine roadway issues at ports*

The Wisconsin Department of Transportation's long-range transportation plan *2030 Connections* specifically notes: "Partner with stakeholders to ensure that freight movements are safe and reliable and provide positive environmental and community impacts." This project is an example the Port of Green Bay taking a lead role in insuring freight movement is safe and reliable in and out of the Port of Green Bay. The environmental review process will ensure positive environmental and community impacts.

The project also aligns with the Green Bay MPO Long-Range Transportation Plan Goals and Objectives as noted in *2045 Long-Range Transportation Plan Update* under Freight and Passenger Transportation and the congestion management process update for the Green Bay metropolitan planning area.

> *Goal: Reduce fuel consumption and maximize the lifespan and existing capacity of the Green Bay Metropolitan Planning Area's highway and street system by increasing*

the proportion of freight shipped to and from the area by rail, water, and air.

Objectives:

- *Establish an intermodal port freight facility at the Pulliam Power Plant site in the City of Green Bay after the plant is decommissioned.*

Expanding the Port of Green Bay provides opportunities to mitigate some congestion by diverting truck trips to ships. Existing sites suitable for expansion are located north of the lift bridges, which would minimize additional bridge lift delays and can potentially reduce the number of existing bridge lifts. Ongoing efforts to expand the port include:

- *Finalizing the acquisition of the Pulliam Plant property at the mouth of the Fox River and Bay of Green Bay and redevelop the property for port uses, including the construction of a new dockwall on the property.*
- *Supporting the expansion of GLC Minerals through selling a portion of the Pulliam Site to the company.*
- *Continue exploring the feasibility of re-establishing an intermodal freight facility in Green Bay with a marine and rail component.*

The Green Bay MPO continues to work with the Brown County Port & Resource Recovery Department, the City of Green Bay, and private freight operators to expand the port.

2.0 Project Location

The Port of Green Bay is located in the city of Green Bay, Brown County in northeast Wisconsin. The Project Site is an urban area, located in a federally designated Opportunity Zone, a Historically Disadvantaged Community and is a Great Lakes port. The Port Development Site is situated at the mouth of the Fox River within the Port of Green Bay and is in an exclusively industrial area of the community, with the closest residential properties located more than 0.60 miles away, separated by Interstate 43 and Canadian National Rail lines.

The Site had been used as the location for a coal-fired power plant since the 1920s. Coal was originally brought to the site by barge from the eastern United States (Figure 6). In the 1990s, Western coal began to be used and was brought to the site via rail. The docking facilities at the site were not maintained. The power plant was decommissioned in 2018 and the site has been cleared of all structures and is currently vacant. It is located at the mouth of the Fox River as it empties into the bay of Green Bay. GPS coordinates: Latitude: 44.539934, Longitude: -88.009074, 1530 Bylsby Avenue, Green Bay, WI 54303.

The Port of Green Bay Development Project is on an approximately 44-acre tract of land, located within the GI-General Industry District of the *City of Green Bay Zoning Code*, which accommodates high-intensity industry and often includes very large structures, extensive exterior storage and exterior mechanical or equipment operations. It accommodates uses that require large or isolated sites or rail or port service. The *City of Green Bay 2022 Comprehensive Plan* identifies the area as General Industry. Adjacent land uses are other industrial port businesses, including WPS, GLC Minerals, Fox River Terminals and Flint Hills Resources. The current environment on and near the site includes land that has been cleared and stabilized with gravel, an old partially filled boat slip, an old cooling channel, and a riprapped shoreline. A portion of the railroad tracks leading to the site were removed as part of the power plant deconstruction. The landscape is generally level from west to east with a drainage swale located along the

Figure 6

1938 Aerial of Project Site

Port of Green Bay Development Site

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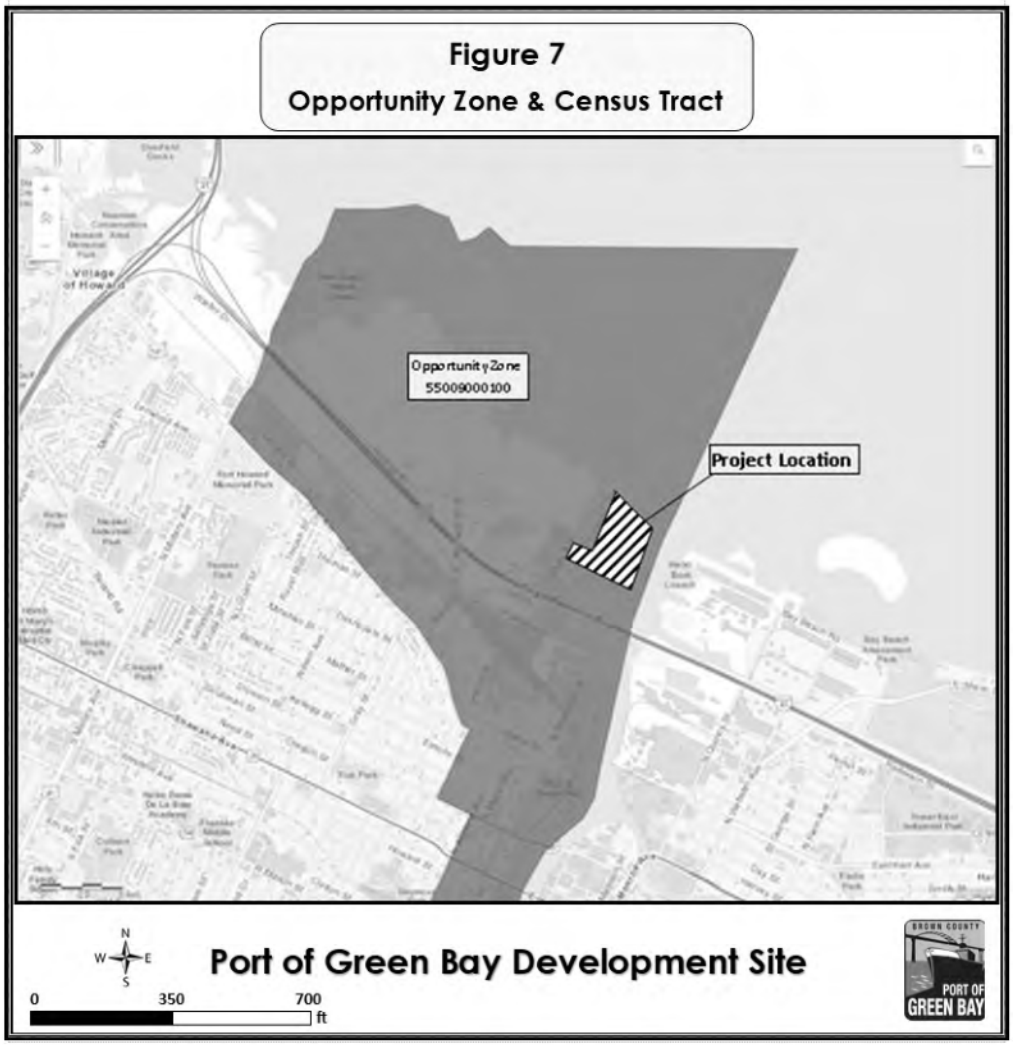
southern one-quarter of the property providing stormwater management for the existing property. Elevations range from 684 feet mean sea level (MSL) on the western part of the property to approximately 682 MSL along the northern and eastern portions of the property at water's edge. The Project Site is bordered by a natural gas-fired power plant immediately to the west of the site, GLC Minerals operations to the south, the Fox River to the east and the bay of Green Bay to the north. The Port is currently going through all required permitting and environmental review processes, as described in further detail in 5.2 Environmental Approvals.

The Port of Green Bay is a Great Lakes port (Lake Michigan) and is part of the Marine Highway system, M-90. The Port of Green Bay is a partner on the M-90 Transbay Freight Service Marine Highway Project Designation. The M-90 Transbay Freight Service Project in Wisconsin is intended to divert the transportation of large vessel modules and material-handling equipment from the highways to the waterways among Marinette/Menominee, Sturgeon Bay, and Green Bay. The designation will help ensure the long-term sustainability and growth of the service and the provision of cost-effective shipping service for the region to sustain and create jobs.

The site is in Census Tract 1.00 which is in a Historically Disadvantaged Community meeting four of the six transportation disadvantaged indicators (Transportation Access, Health, Economic and Social) as well as being located in a federally designated Opportunity Zone (55009000100) as illustrated in Figure 7.

FIGURE 7: OPPORTUNITY ZONE AND CENSUS TRACT



3.0 Grant Funds, Sources and Uses of all Project Funding

a) Project Costs

The total project costs for the Port of Green Bay Site Development Project are estimated at $30,234,800.

b) Budget Sources and Uses of Funds

ITEM	FUNDING SOURCES				TOTAL EST. COST
	NON-FEDERAL BROWN COUNTY	NON-FEDERAL WISCONSIN HARBOR ASSISTANCE PROGRAM (HAP)	NON-FEDERAL WISCONSIN NEIGHBORHOOD INVESTMENT FUND GRANT	PIDP REQUEST	
Site Purchase	$2,700,000				$2,700,000
Dockwall Installation		$1,100,000	$3,182,500		$4,282,500
Dredging and Mobilization			$3,258,500		$3,258,500
Shoreline RipRap			$150,000		$150,000
Fill Shoreline to Bulkhead			$1,435,422		$1,435,422
Fill Old Boat Slip & Cooling Channel			$503,250		$503,250
Excavate and Remediate Contaminated Soil			$350,000		$350,000
Raise & Resurface Site			$196,620		$196,620
Asphalt Surfacing			$1,250,000		$1,250,000
Stormwater Control & Storage	$1,300,000				$1,300,000
Site Electrical				$250,000	$250,000
Roads and Other Utilities				$500,000	$500,000
Building				$430,000	$430,000
Mooring Bollards				$600,000	$600,000
Crane Pads				$100,000	$100,000
Rail Service & Storage Track				$4,189,800	$4,189,800
Truck Scales				$300,000	$300,000
Site Design & Engineering			$2,575,000		$2,575,000
Final Engineering			$725,000	$750,000	$1,475,000
Construction Supervision				$300,000	$300,000
Contingency			$1,373,708	$2,715,000	$4,088,708
Totals	**$4,000,000**	**$1,100,000**	**$15,000,000**	**$10,134,800**	**$30,234,800**

c) Documentation of funding commitments for non-Federal funds

The breakdown of the non-PIDP sources is as follows, with the highest non-federal sources listed first:

Non-federal, WI Neighborhood Investment Grant	$15,000,000	54.5%
Non-federal, Brown County	$1,300,000	4.7%
Non-federal, WI State HAP	$1,100,000	4.0%
Total non-federal	$20,100,000	66.5%
Total Federal PIDP share	$10,134,800	36.8%

This is 66.5% from non-federal sources, not including the cost of acquisition of the property. Of the $17,400,000 non-federal sources, all $17,400,000 is committed, as described below.

The Port of Green Bay paid $2.7 million for the purchase of the property in January 2022 with $2.2 million from the Port and $500,000 provided through the Wisconsin Economic Development Corporation Idle Sites Grant Program. The State of Wisconsin Department of Administration awarded the Port $15 million through the Wisconsin Neighborhood Investment Fund Program and the Wisconsin DOT awarded the Port a $1.1 million grant through the Harbor Assistance Program in April 2022 (see attached award notices). Brown County is contributing $1.3 million for stormwater management. Due to differing timelines for the various funding sources, the project will be completed in phases with initial engineering completed in 2022, site development and construction beginning in 2023 with expected completion in 2024.

4.0 Merit Criteria

4.1 Achieving Safety, Efficiency, or Reliability Improvements

The development of the Pulliam site into a modern terminal will positively impact the movement of goods at the Port of Green Bay in a number of ways. With the property location at the mouth of the Fox River, the Port Development Site will allow for shorter transit times for ships entering the Port since they will not need to traverse any of the three road and two railroad bridges crossing the Fox River farther upstream. The site is also the first terminal at the juncture of the bay of Green Bay and the mouth of the Fox River subsequently reducing the distance needed to travel upstream to other docking facilities. With the development of the Port at this site some congestion can be mitigated by diverting truck trips to ships and minimizing additional bridge lift delays and the number of existing bridge lifts in the downtown area of Green Bay. With these improvements, both congestion and emissions will be reduced and less fuel will be needed for ships to reach the terminal.

The site is located adjacent to both the Interstate Highway system and a Class 1 Railroad allowing for quick access to land-based modes of transportation. The property is located outside the urban center allowing for more direct transit to rail and truck routes without additional traffic barriers. The site will allow for a wider range of Oversize-Overweight (OSOW) freight movement since there is access to the Interstate less than one mile away (Figures 8 & 9).

In an effort to ensure that the Port of Green Bay continues to operate without security concerns, Brown County has aggressively sought grants from the US Department of Homeland Security to maximize security at the Port of Green Bay. Some examples of the projects that have been completed using these grants include the acquisition of patrol boats

Figure 8
Truck Routes

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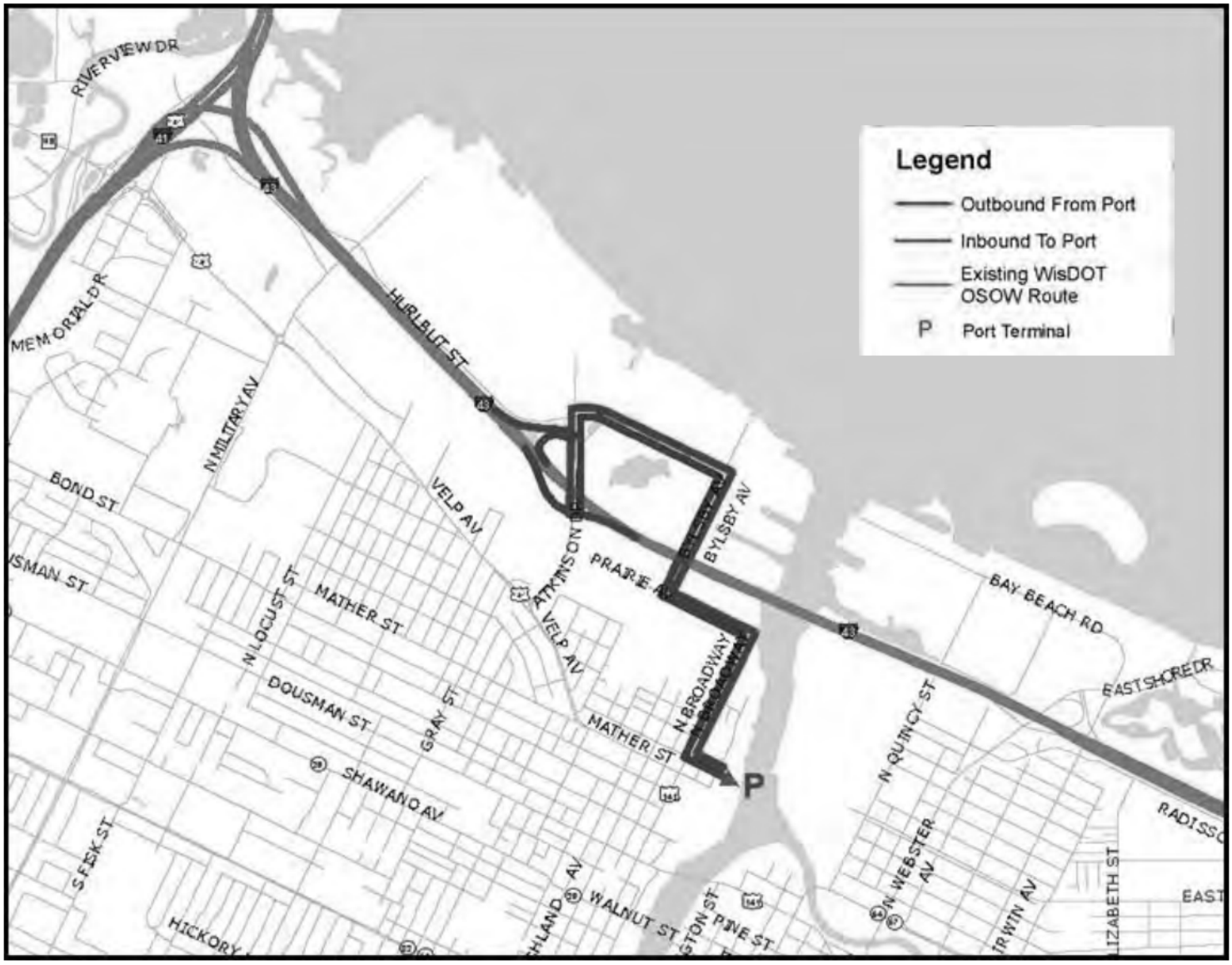
Figure 9

Oversize/Overweight Truck Load Routes



Port of Green Bay Development Site

for the Green Bay Police and Brown County Sheriff's Departments, the purchase of a fireboat for the Green Bay Fire Department, the addition of 30 surveillance cameras, the installation of 2,000 feet of security fencing, and the development of a transportation worker identification card system. The county has also developed many security plans and procedures for the port and regularly practices its responses to a variety of port-related incidents.

4.2 Supporting Economic Vitality at the Regional or National Level

The U.S. has a multipurpose and extensive network of navigable waterways including rivers, bays, channels, coasts, the Great Lakes, open-ocean routes and the Saint Lawrence Seaway System. These maritime "expressways" have as many benefits, if not more, than our nation's highway system. The benefits of using our marine waterways – such as reducing landside congestion and reducing system wear and tear – are not perceived on an individual level. Using our waterways more consistently would create more public benefits.

Public benefits, on a holistic level of maritime commerce include[4]:

- Create and sustain jobs in U.S. vessels, ports and shipyards.
- Relieve landside congestion.
- Reduce maintenance costs and improve the U.S. transportation system's overall state-of-repair (wear and tear on roads and bridges).
- Drive the mandatory use of emerging engine technologies.
- Improve U.S. economic competitiveness by adding new cost-effective freight and passenger transportation capacities.
- Improve environmental sustainability of the U.S. transportation system by using less energy and reducing air emissions per passenger or ton-mile of freight moved.
- Improve public safety and security by providing alternatives for the movement of hazardous materials outside heavily populated areas.
- Improve transportation system resiliency and redundancy by providing transportation alternatives during times of disaster or national emergency.
- Improve national security by adding to the nation's strategic sealift resources.

As a Small Project at a Small Port, the Port did not conduct a full Benefit-Cost Analysis (BCA), but did examine the economic benefit to the area of the Port Development Project.

Based on the most recent economic impact study of 2017 Port activities, the Port of Green Bay supports over 1,289 jobs resulting in $82 million in personal income, and a $147 million annual economic impact on Brown County. The 14 Port businesses pay over $32 million in local and state taxes.

The redevelopment of the site will allow the Port of Green Bay to move towards a business model as a landlord port, providing a steady income stream and ensuring that the facility is used for port-related businesses. The redevelopment presents an opportunity for the Port of Green Bay to move additional cargo using a variety of modes of transportation. With the site's location adjacent to rail, highway and water transportation facilities, the project has the potential to provide a full range of intermodal connections that are not found in other areas of the state.

Under an agreement between Brown County and GLC Minerals, GLC Minerals has agreed

to purchase approximately 10 acres of the non-waterfront portion of the acquired property from the Port for $875,000, guarantee $7.5 million in investment and create ten full-time positions within five years. Under the terms of a short-term lease that is currently being negotiated, GLC will be leasing an additional eight acres from the Port for $150,000 to $240,000 per year until the property is fully developed. Once fully developed, the Port expects to lease a total of 34 acres of the site to a single terminal operator generating further income for the Port. In addition, the redevelopment of the reminder of the site for active Port uses is estimated to generate 20 jobs and have an economic impact of $59 million over five years with a total impact of more than $87 million in the first five years. The Port will work with its terminal operator to make every effort to create good-paying jobs as part of this new operation.

The top commodities brought into the Port of Green Bay have historically been bulk commodities led by coal, cement and limestone. In 2005, coal tonnage peaked at just over 1.1 million metric tons; by 2021 this declined to 160,000 MT. With the decline in coal tonnages, the Port has focused on other commodities in an effort to diversify cargos. The 2021 total inbound tonnage was 1.92 million MT which is slightly higher than the Port's 10-year average of 1.89 million MT, much of the difference being made up by petroleum products. Improvement of the Port Development Site into a modern facility will allow for further diversification of commodities brought into the Port with the long-term possibility of multimodal operations being developed at the site.

The table below provides estimates of annual economic impacts attributable to improvements associated with the site improvement project. Multipliers used to estimate indirect jobs, induced jobs and labor income were derived based on shipping data presented in the *Economic Impacts of the Port of Green Bay* (August 2018).

Annual Economic Impact	Jobs	Output	Labor Income
Direct	30	$1,360,479	$3,727,529
Indirect and Induced	39	$1,748,842	$4,791,593
Total	**69**	**$3,109,321**	**$8,519,123**

Costs of Not Doing the Project

Currently the project site is vacant parcel of land on which a decommissioned electric power plant was situated. The site has been cleared of the plant but has not been put into service for any other use. If the project is not constructed, material that is expected to be imported and handled at the site will be brought to the area by truck and train at an increasingly higher cost of transportation.

Long-term costs of not doing the project include the loss of an estimated 20 jobs that would not be generated at the site, and the loss of an estimated 26 indirect and induced jobs that would be associated with increased employment at the site. Labor income that would have been generated by these jobs will not be available to provide a source of tax and business revenue.

Short-term costs will also be incurred due to the loss of money that would have been injected into the community during project construction. This includes the loss of labor income (direct payroll) and the additional economic activity that would be generated by payroll spending and re-spending.

4.3 Climate Change and Environmental Justice Impacts

With construction of new facility infrastructure at the site as well as raising the site above flood elevations, operations will be more climate resilient than the current site conditions. Updated infrastructure will allow for operations during flooding events and will withstand the potential increase in flooding frequency due to climate change. Brown County completed an updated *Hazard Mitigation Plan* in January 2021 which indicated that stormwater flooding is not a significant hazard for the area due to the capacity of the bay and Fox River to accept large volumes of water without significant damage to structures or infrastructure.

The Green Bay Metropolitan Planning Organization (MPO) *2045 Long-Range Transportation Plan Update*, Chapter 4 discusses the Environmental Justice impacts of major transportation projects in the Green Bay metropolitan area and mitigation strategies to address any issues. Due to the location of the Port development Site in an exclusively industrial area that is separated by railroad tracks and an interstate from residential areas and low-income and minority populations, any direct impacts from the Port Development Project should be relatively low.

The proposed site improvement project will not negatively impact Environmental Justice populations. Redevelopment of the site will allow the C. Reiss Company, currently located in downtown Green Bay on the west bank of the Fox River, to relocate from an historically low-income area. Per capita income of residents near the coal piles (within 1/2 mile) is around $24,526, the City's highest concentration of poverty. Data indicate 563 households and 1,693 residents are within 1/2 mile of the existing coal piles and 50 percent of residents are people of color with 30 percent under the age of 18. In 2018, property values were 65% lower than the overall City and 2/3 of buildings needed exterior repair. The coal piles have dominated downtown since the 1880s and are considered a major blight. Relocating the coal will remove a barrier to neighborhood revitalization and a hazard to the environment and public health, improving air & water quality, and overall quality of life for residents.

Using the USEPA's EJSCREEN tool, values for environmental and demographic indicators and EJSCREEN indexes in the area surrounding the site were reviewed. The data indicates that the location is higher than 90 percent of the US, EPA Region and state in its proximity to Superfund and Risk Management Plan facilities, and higher than 80 percent for Hazardous Waste Proximity, Wastewater Discharge and Lead Paint. At the state level alone all of the selected EJSCREEN variables were higher than 85 percent including particulate matter, ozone, air toxics and traffic congestion. Demographics for the City of Green Bay and Brown County are reflected in the table below from the US Census Bureau's 2021 American Community Survey. The city's percent of non-white population, families below the poverty line, and persons with disabilities is higher than the county, state and the US while the median household income is lower.

KEY DEMOGRAPHICS				
	City of Green Bay (107,395 pop.)	Brown County (268,740 pop.)	Wisconsin	US
Under Age 5	7.7%	6.2%	5.7%	6.0%
Age 65+	12.9%	15.4%	17.5%	16.5%
Non-white	25.1%	12.2%	13.0%	23.7%
Families Below the Poverty Level, Past 12 Months	15.5%	8.5%	10.0%	11.4%
Median Household Income	$52,214	$64,728	$63,293	$64,994
Population with a Disability, under Age 65	10.4%	7.5%	8.0%	8.7%

4.4 Advancing Racial Equity and Reducing Barriers to Opportunity

The site of the proposed facility had been a power plant and is now vacant land. Power plant operations have been moved to a gas-fired power plant adjacent to the site. The redevelopment of this project will provide employment opportunities for all persons, including the area's minority populations and other disadvantaged individuals. This project has the potential to create new economic opportunity and business for the community.

Brown County plans to complete the redevelopment of the Port Development Site and put it into active use within three years allowing for the relocation of coal piles from downtown Green Bay. Under Phase 2, relocation of the coal piles can provide opportunities for new mixed-use/downtown development, clean industrial development, and Port growth. Because of their visual dominance in the neighborhood, the coal piles are considered to suppress investment leading to additional blight, a deteriorating housing stock, and a decreasing supply of quality jobs. Relocation of the coal would remove a barrier to neighborhood revitalization and a hazard to the environment and public health, improving air and water quality, and overall quality of life for residents. It would provide new housing and employment opportunities for neighborhood residents directly improving residents' health.

4.5 Leveraging Non-Federal Funds

The Port of Green Bay is not relying solely on federal funding to develop the project site. The Port of Green Bay has been successful in securing funding for this project through a variety of state and local sources that amount to more than 60 percent of the anticipated costs for the project. The Port was successful in securing a $1.1 million state HAP grant, $15 million from a Wisconsin Neighborhood Investment Fund grant, and $1.3 million from Brown County reducing the amount of PIDP funding to just under 37%.

5.0 Project Readiness

The Port of Green Bay Development Project is ready to proceed upon grant award and execution of a grant agreement with the Maritime Administration. As illustrated below, Brown County has the technical team in place and is well on their way with permits and environmental approvals. The expertise of each lead member is summarized below, and their resumes are included in the attachments section of the application.

5.1 Technical Capacity

The Port of Green Bay and Brown County have extensive experience with federally funded projects as a recipient of federal dollars through various programs including the Environmental Protection Agency, the Federal Highway Administration and the Department of Housing and Urban Development.

Brown County will be the primary entity undertaking this project through the Port & Resource Recovery Department which houses the Port of Green Bay. The Department has bookkeeping and accounting staff, and Port personnel have extensive experience in project management and grant administration. The Port successfully completed an $18 million dollar project restoring the Cat Island Chain in 2018 using grant funds from both state and federal agencies. The Department recently completed construction of a more than $20 million dollar landfill project that is similar in scope to the Port Development Project. As a department of Brown County, the Port has the ability to utilize resources from other departments as needed. Engineering and construction work on the proposed project will be completed using a private contractor hired through a recently completed bid process. GEI Consultants, with extensive experience in port and marine construction and environmental projects, will provide engineering services for the duration of the project.

5.1.1 Technical Team

The technical team will be made up of Port personnel working with GEI staff who will be involved on the Port Development Project. Port staff are very experienced in both federal grant administration and large project development. The Port & Resource Recovery Department includes solid waste operations and staff who have operated and constructed landfills for more than 40 years. Port operations have included construction and operation of dredge material disposal facilities and large habitat restoration projects. Funding for these projects have come from local, state and federal sources.

Project Director – Dean Haen will serve as Project Director for project implementation and oversight if awarded a PIDP grant. Mr. Haen has been managing Port activities for more than 30 years including grant writing and administration. He is currently the Director for the Port & Resource Recovery Department and coordinates activities of the Port of Green Bay Harbor Commission. He is a member of the Wisconsin Commercial Ports Association and the American Great Lakes Ports Association as well as serving as an Alternate to the Great Lakes Commission for Wisconsin.

Project Manager - Mark Walter is the Business Development Manager for the Department. He has more than 30 years of experience in grant writing and administration at all levels of government. Mr. Walter is currently responsible for management of intergovernmental agreements and contracts for the department. He will serve as Project Manager and Grant Administrator for this project. He will be responsible for all grant reporting. He has successfully secured and administered more than $35 million in grant dollars from federal and state grant programs on behalf of the Port in the last 10 years and has been successful in securing more than $17 million in grant funding for this project to-date.

Financial Management - Katie O'Connell is the department Accountant and will provide financial management for the duration of the project. Ms. O'Connell has more

than 17 years of experience as an Accountant and has been responsible for capital expenditure accounting and reporting, maintaining fixed asset software, project accounting and reporting for multiple entities, preparation of capital budgets, and coordinating property/liability insurance.

Construction Management - Jon Logan, Technician will provide on-site construction management for the Port Redevelopment Project. Jon Logan joined the Brown County Port & Resource Department in 2020. As a Resource Recovery Technician, he is responsible for project development and construction oversight, landfill and port equipment acquisition, maintenance, and planning, as well as environmental compliance monitoring and reporting. Prior to working for Brown County, he worked as an Environmental Coordinator for Fox River Fiber for nine years. In this role, he was responsible for design and construction of an anaerobic wastewater treatment plant, oversight of its operations, and long-term capital improvements. He also worked on process engineering design and played a key role in safety leadership.

Civil Engineer - GEI Consultants will provide all construction and environmental oversight throughout the project. GEI has staff expertise in all aspects or marine engineering, design and permitting. Overall project administration, budgeting, and scheduling will be managed by Mr. Paul Killian, P.E., Project Manager for the Pulliam Site Engineering Project, and primary contact between GEI and Brown County. Mr. Killian is a Senior Project Manager, located in the Green Bay, Wisconsin office and has over 35 years of environmental engineering experience with an emphasis on site development. Mr. Killian has led numerous multidisciplinary teams on industrial and commercial redevelopment projects with challenges similar to those of the Pulliam property; integrating stormwater management, civil design, geotechnical and environmental issues to plan, direct, and advance redevelopment. Other GEI staff involved in this project include personnel with expertise in Marine/Waterfront Engineering, Geotechnical and Geo-structural Engineering, Civil Design, Stormwater Management, and Permitting.

The project is feasible and constructible with an anticipated schedule of events as follows:

TASK	COMPLETION DATE
Environmental Review	June 2022
Permitting & Compliance	August 2022
Engineering & Design	September 2022
Construction Start	March 2023
Construction Complete	December 2024
Occupancy Operator	May 2025

As mentioned above, the technical team has experience with Federal requirements, such as Federal Davis-Bacon and related acts and Buy American Act and will ensure the project will comply with all associated federal requirements.

5.2 Environmental Risk

A Phase I Environmental Site Assessment was completed for the Pulliam property in 2020

by GEI Consultants to identify potential environmental liabilities associated with the Property. While a number of recognized environmental conditions were identified, further remediation was not warranted. Results of a soil sampling report conducted in 2021 indicated site conditions are consistent with a property with a history of industrial use and should not preclude redevelopment of the site for future industrial use. No additional site assessments are anticipated.

An inventory of required site permits has been completed by the County as have the following environmental investigations of the site:

- 10/30/2020–Conceptual Stormwater Management Alternatives
- 11/10/2020–Phase I Environmental Site Assessment
- 03/04/2021–Environmental sampling
- 04/16/2021–Confirmation Soil Sampling for PCBs and TCE
- 07/21/2021–Endangered Species Review
- 07/21/2021–Conceptual Dock Wall design
- 07/08/2021–Meeting with WDNR Water Management and City of Green Bay to review proposed site improvements and provide guidance on local permit and stormwater management needs
- 10/06/2021–WDNR Review of proposed lakebed filling

In addition, the Port of Green Bay has contracted with GEI Consultants for site design and engineering as well as environmental investigations of site conditions. GEI will be assisting with all environmental permits needed for the project to move forward. In preparation for this project, GEI has completed a number of tasks related to determining environmental conditions at the site:

- GEI personnel completed an environmental assessment of the Pulliam property as part of the pre-acquisition environmental due diligence. They are familiar with environmental characteristics of the fill material, subsurface soils, and groundwater.
- GEI has previously worked with Brown County in evaluating beneficial use alternatives for dredged sediment and can explore the potential for beneficial use of dredged material in filling and grading the Pulliam property.
- GEI personnel completed stormwater analysis and designed the stormwater retention features for managing stormwater post-demolition of the former power plant. These plans were approved by the City of Green Bay Engineering and Planning Departments.
- GEI personnel completed the geotechnical study for several of the former power plant features and supporting infrastructure. Because of this specific site experience, GEI is familiar with soil conditions influencing construction of marine features and upland structures.
- In July of 2021, GEI facilitated a conference call with the Federal Emergency Management Agency (FEMA), the State of Wisconsin Department of Natural Resources (WDNR) and the City of Green Bay to discuss floodplain management and coordination

requirements related to floodways, fill placement, and development permitting.

- GEI has collected and reviewed all effective riverine and coastal models made available through FEMA and the WDNR. They have received from WDNR, the electronic point file for their bathymetric survey completed following PCB dredging of the Fox River and have used this information to prepare a preliminary riverine model based on the FEMA effective modeling, high resolution digital ground elevations updated with bathymetric cross sections depicting recent dredging activities.
- GEI has prepared an initial WDNR and U.S. Army Corps of Engineers (USACE) Water Resources Application for Project Permits (WRAPP). Early initiation of the WRAPP will allow for expedited submittal once plan sets with a level of detail that depicts the impacts to wetland and waterways are developed.
- GEI has discussed conceptual project plans with WDNR water resources staff to determine whether sediment sampling and analysis would be required as part of the Sediment Sampling and Analysis Requirements of Chapter NR 347, Wisconsin Administrative Code. The WDNR recognizes that significant sediment characterization in the waterway adjacent to the Pulliam Site has been completed as part of the documentation of the Fox River PCB Cleanup and does not anticipate additional sediment analysis would be required.
- GEI will prepare floodplain impact modeling and initiate required Federal, State, and local coordination. Portions of the Pulliam project area are intersected by a regulatory floodway, depicted on Flood Insurance Rate Map (FIRM) number 36103C0309H. Fill placement in a floodway requires a flood study to be prepared to review impacts to floodplain extent, floodway, and water surface elevations. Based on the results of prepared floodplain impact modeling, GEI will identify the required coordination and documentation to detail potential floodplain impacts to FEMA in agreement with the minimum floodplain requirements outlined in the Title 44, Code of Federal Regulations, Part 60.

GEI has reviewed preliminary site development concepts relative to permit requirements and identified the following local, state, and federal requirements and permits:

- WDNR /USACE - Water Resources Application for Project Permits
- Cultural Resources Review
- WDNR – NR347 “Sediment Sampling and Analysis, Monitoring Protocol and Disposal Criteria for Dredging Projects” – Sediment Sampling Waiver.
- WDNR – Artificial Wetland Exemption Request
- WDNR/USACE - Ordinary High Water Mark Confirmation
- USACE – Approved Jurisdictional Determination
- FEMA - Conditional Letter or Map Revision (CLOMR) and/or Letter of Map Revision (LOMR). FEMA coordination will be determined by the results of the floodplain impact analysis.
- WDNR Water Quality Certification (NR 299)

- WDNR Lake or Stream Dredging Individual Permit (IP)
- WDNR General Permit (GP) or IP for Ponds (if stormwater ponds are placed within 500 feet of a waterway)
- USACE Letter of Permission (LOP) permit or Standard Individual Permit
- USACE Section 408 Permit
- City of Green Bay – Site Plan Review

A (WPDES) Discharge Permit and WDNR Dewatering Permit may also be required, depending on contractor proposed dredging method and water treatment requirements.

5.3 Risks Mitigation

There are no known or perceived delays in approvals or obtaining the needed permits that would result in project delays. The land is owned by the Port of Green Bay so there are no concerns with acquisition delays. The site has been used since the early 1920s for industrial and port purposes so there are no foreseen issues with local zoning. Environmental concerns have been identified through environmental investigations over the last year at the same time on-going discussions with regulatory agencies have been taking place. Permits and approvals noted above are either completed or in process.

6.0 Domestic Preference

Build America, Buy America provisions will be included in the front-end bid documentation including instructions to bidders. Plans and specifications will include the provision that material will need to be sourced from American manufacturers. All materials and equipment are available domestically and a waiver for the Buy American Act provisions will not be required.

7.0 Additional Considerations

This project is located in a federally designated Opportunity Zone (OZ) as illustrated in the attached Figure 7, Opportunity Zone Map. This indicates a concentration of lower income persons, disadvantaged persons, and lack of private investment. Per the United States Census Bureau QuickFacts, the median household income for Green Bay, WI, is $52,214, compared to $63,293 for the State of Wisconsin. Additionally, Green Bay has 15.5% persons living in poverty, compared to 11.4% for the state.

8.0 Determinations

The project improves the safety, efficiency or reliability of the movement of goods through a portor intermodal connection to a port.	*Shipping operations do not currently exist at the existing site; with new development, the proposed facility infrastructure will be climate resilient and reduce the probability of flood events at the site. Development of the site will reduce congestion due to a reduced number of bridge lifts in downtown Green Bay. Travel distance for boats to moving upstream will be reduced by 2.3 miles.*
The project is cost effective.	*A Benefit-Cost Assessment is not required for a Small Project at a Small Port, however the Port has conducted an initial estimate of annual economic impacts attributable to improvements associated with the site improvement project showing the expected increase in jobs and initial positive economic impact of the project.*
The eligible applicant has the authority to carry out the project.	*The applicant – Brown County – was established as a county in 1818. The authority to carry out the infrastructure project is granted in Wis. Stats. § 59.52.*
The eligible applicant has sufficientfunding available to meet the matching requirements.	*Please see the budget on page 17 that shows how the following sources will be used: Wisconsin HAP: $1.1 million; Brown County: $1.3 million; State of Wisconsin Neighborhood Investment Fund Program: $15 million*
The project will be completedwithout unreasonable delay.	*We anticipate being able to start construction in March 2023.*
The project cannot be easily andefficiently completed without Federal funding or financial assistance.	*A phasing schedule has been developed to account for various funding timelines for awarded grants and the site development process. PIDP funds are needed to advance the project to completion. Waiting additional years will put the HAP grant and Neighborhood Investment Fund grant in jeopardy.*

List of Attachments

Funding

- **Budget Commitment for Non-Federal Funds**
- **Neighborhood Investment Fund Grant Award Notice**
- **WisDOT Harbor Assistance Program Grant Award Notice**

SF-424 C, Budget Information for Construction Programs

Letters of Support

Project Personnel Resumes

EJSCREEN Report

Phase I Environmental Site Assessment

Port of Green Bay 2020 Strategic Plan

Port of Green Bay Property Acquisition Plan

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	Project narrative	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Attachments Form	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Funding Commitments	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	SF424C Construction Costs	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Letters of Support	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Resumes	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	EJSCREEN Report	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	Phase I Environmental Assessment	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	Port Strategic Plan	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	Port Property Plan	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

BUDGET ADJUSTMENT REQUEST

22-032

Category		Approval Level
☐ 1	Reallocation from one account to another in the same level of appropriation	Dept Head
☐ 2	Reallocation due to a technical correction that could include: • Reallocation to another account strictly for tracking or accounting purposes • Allocation of budgeted prior year grant not completed in the prior year	Director of Admin
☐ 3	Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation	County Exec
☒ 4	Any change in appropriation from an official action taken by the County Board (i.e., resolution, ordinance change, etc.)	County Exec CW
☐ 5	a) Reallocation of up to 10% of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts).	Admin Comm
☐ 5	b) Reallocation of more than 10% of the funds originally appropriated between any of the levels of appropriation.	Oversight Comm 2/3 County Board
☐ 6	Reallocation between two or more departments, regardless of amount	Oversight Comm 2/3 County Board
☐ 7	Any increase in expenses with an offsetting increase in revenue	Oversight Comm 2/3 County Board
☐ 8	Any allocation from a department's fund balance	Oversight Comm 2/3 County Board
9	Any allocation from the County's General Fund *(requires separate Resolution)* *After County Board approval of the resolution, a Category 4 budget adjustment must be prepared.*	Oversight Comm Admin Committee 2/3 County Board

Justification for Budget Change:

2022 This budget adjustment request is for the allocation of ARPA funds to be used for the Port infrastructure improvements at the Pulliam Plant site.

Fiscal Impact*: 1,300,000

**Enter $0 if reclassifying previously budgeted funds. Enter actual dollar amount if new revenue or expense.*

Increase	Decrease	Account #	Account Title	Amount
☒	☐	650.078.300.6110	Outlay	1,300,000 EB
☒	☐	650.078.300.9002	Transfer In	1,300,000 EB
☐	☒	650.078.300.6110.900	Outlay Contra	1,300,000
☒	☐	498.090.4301	ARPA Federal Grant Revenue	1,300,000
☒	☐	498.090.9003	ARPA Transfer Out	1,300,000
☐	☐			
☐	☐			

AUTHORIZATIONS

CW (Feb 23, 2022 10:48 CST)
Signature of Department Head

Department: Administration

Date: Feb 23, 2022

Troy Streckenbach (Feb 23, 2022 10:50 CST)
Signature of DOA or Executive

Date: Feb 23, 2022

Revised 12/17/19

Submit Form

ARPA Allocation Use Request Form

County Board Approved Projects

Project Name: Pulliam Plant Redevelopment **Project Manager:** Dean Haen

Department/Division: Port & Resource Recovery Department

Project Team Members (list project team members, including support departments. Must include IT Dept & Facilities):

Mark Walter, PRR
Katie O'Connell, Adm/PRR

All project team members must sign the bottom of this form.

Total Project Cost: $ 25,000,000 **Other Funding Sources:** $23,700,000

Est. Start Date: 2023 **Est Completion Date:** TBD

Project Description:
In February 2021, Brown County executed a purchase agreement for 43.89 acres of the site from WPS with the intent to upgrade site infrastructure and redevelop it for active Port operation. The project includes dock wall construction, placement of mooring bollards, construction of crane pads, dredging, resurfacing, filling an old slip, and installing a new rail spur. The Port/Brown County have already committed $2.7 million to acquire the site. The Port is committed to this project, but has used all of its available resources and will need state and federal assistance to see this once-in-a-lifetime project to completion. The development costs for the Pulliam site are estimated at $25 million to update site infrastructure to a state-of-the-art Port facility, with the initial $1.3 million going towards stormwater related infrastructure.

Procurement Process:

Increase/Decrease in Annual Operating Costs: $ 50000 offset by lease revenue

Dean Haen Digitally signed by Dean Haen Date: 2022.02.15 15:43:32 -06'00'
Project Manager

Dean Haen Digitally signed by Dean Haen Date: 2022.02.15 15:44:06 -06'00'
Department Head

Project Team Member

Katie O'Connell
Katie O'Connell (Feb 16, 2022 08:05 CST)
Project Team Member

Project Team Member

Project Team Member

Public Works-Facilities

IT Department

Department of Administration Use Only

Bradley Klingsporn
Bradley Klingsporn, Finance Director
The above request meets the qualifications for ARPA funding.

CW
CW (Feb 16, 2022 14:40 CST)
Chad Weininger, Director of Administration

NOTES:

1. Public Works Project - Bidding Requirements. 2. Ensure mathching use abiltiy.

*Form Instructions: Department Head and/or Project Manager completes and signs form. Form initiator **sends via email to BC_Administration**. Admin Coordinator sends to remaining approvers via Adobe Sign and notifies all approvers when completed.*

1/14/2022

WisDOT Transportation Investment Management
Bureau of Transit, Local Roads, Railroads & Harbors
Local Transportation Programs & Finance Section
4822 Madison Yards Way
PO Box 7913
Madison, WI 53707-7913

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
(608) 266-1010
lisa.stern@dot.wi.gov

February 21, 2022

Dean Haen
Brown County/Port of Green Bay
2561 S. Broadway Street
Green Bay, WI 54304

Subject: Harbor Assistance Program Award for Port of Green Bay Property - $1,100,000

Dear Dean Haen,

Congratulations! The Wisconsin Department of Transportation (WisDOT), with a recommendation from the Harbor Advisory Council, has approved your 2022 Harbor Assistance Program (HAP) project to stabilize the existing shoreline with bulkhead fill and dockwall construction on new Port property located at the mouth of the Fox River.

Your project has been awarded up to $1,100,000 of bonded state funds. The HAP will reimburse eighty percent of eligible project expenses up to the awarded amount. The Port of Superior will be responsible for the twenty percent match and 100% of all cost incurred over the awarded amount.

There is no guarantee of WisDOT reimbursement for any expenses unless and until an agreement is signed by both parties. A draft agreement for your review will be sent in the next few weeks. In the interim, if you have any questions, please contact the WisDOT Harbors and Waterways Program Manager, Mike Halsted, at (608) 264-8426 or michaels.halsted@dot.wi.gov

I look forward to working with you on this project.

Sincerely,

Lisa Stern, P.E.
Railroads and Harbors Chief

cc: Mike Halsted – WisDOT/RHS
File No.: 0495-22-05

STATE OF WISCONSIN
DEPARTMENT OF ADMINISTRATION

Tony Evers, Governor
Kathy Blumenfeld, Secretary-designee
Jana Steinmetz, Administrator

March 3, 2022

RE: Neighborhood Investment Grant Program – NOTICE OF AWARD

The Department of Administration (DOA), on behalf of the State of Wisconsin (State), intends to issue grant awards to recipients in the table following this announcement. This letter constitutes the intent to issue grant awards only and is not a contractual commitment. Following receipt of this notice, the recipients identified in the award table will be contacted by the State to formalize a contractual commitment. Grant awards are contingent upon successful negotiations and the State's determination of its best interests. The State remains the sole determinant of its best interests. All Program costs and grant agreements must adhere to applicable State Statute, the Program Grant Announcement, American Rescue Plan Act provisions and guidance from the U.S. Department of the Treasury.

Please do not contact the Program with questions related to next steps. Successful applicants will receive an email providing information regarding the next steps in the process for receiving the award. Questions can be directed to Neighborhood Investment Grant Program at:

NeighborhoodInvestmentFundProgram@wisconsin.gov

Neighborhood Investment Grant Program
Notice of Award

Organization	City	Award	Project
City of Altoona	Altoona	$1,377,435.73	Revitalization/Blight Elimination
Village of Ashwaubenon	Ashwaubenon	$4,700,000.00	Housing/Homelessness
City of Beloit	Beloit	$9,000,000.00	Non-profit Support
Ho-Chunk Nation	Black River Falls	$11,833,858.00	Housing/Homelessness
Kenosha County Department of Public Works	Bristol	$9,850,000.00	Non-profit Support
Forest County Potawatomi Community	Crandon	$4,221,849.50	Revitalization/Blight Elimination
City of Eau Claire	Eau Claire	$1,000,000.00	Housing/Homelessness
City of Eau Claire	Eau Claire	$1,500,000.00	Housing/Homelessness
City of Fond du Lac	Fond du Lac	$3,600,000.00	Housing/Homelessness
Brown, County of	Green Bay	$15,000,000.00	Revitalization/Blight Elimination
City of Green Bay	Green Bay	$5,000,000.00	Revitalization/Blight Elimination
Lac Courte Oreilles Band of Lake Superior Chippewa Indians	Hayward	$3,134,320.00	Vulnerable Populations
City of Juneau	Juneau	$10,661,892.00	Housing/Homelessness
Dodge County	Juneau	$3,200,000.00	Vulnerable Populations
City of Kenosha	Kenosha	$15,000,000.00	Economic Development/Workforce
City of Lancaster	Lancaster	$3,400,000.00	Housing/Homelessness
City of Madison	Madison	$2,000,000.00	Community Infrastructure
City of Madison	Madison	$4,000,000.00	Economic Development/Workforce
Dane County	Madison	$5,000,000.00	Economic Development/Workforce
Dane County	Madison	$4,850,000.00	Economic Development/Workforce
Dane County	Madison	$5,000,000.00	Non-profit Support
City of Menasha	Menasha	$2,074,000.00	Revitalization/Blight Elimination
City of Menomonie	Menomonie	$1,433,093.00	Housing/Homelessness
City of Milwaukee	Milwaukee	$1,000,000.00	Child Care/Education
City of Milwaukee	Milwaukee	$10,000,000.00	Housing/Homelessness
City of Milwaukee	Milwaukee	$2,969,500.00	Revitalization/Blight Elimination
City of Milwaukee	Milwaukee	$1,030,500.00	Vulnerable Populations
Milwaukee County	Milwaukee	$3,000,000.00	Housing/Homelessness
Milwaukee County	Milwaukee	$7,500,000.00	Housing/Homelessness
City of Neenah	Neenah	$4,388,025.00	Vulnerable Populations
Winnebago County	Oshkosh	$10,351,686.15	Housing/Homelessness
City of Park Falls	Park Falls	$5,675,156.25	Non-profit Support
City of Platteville	Platteville	$3,523,345.00	Vulnerable Populations
City of Prairie du Chien	Prairie du Chien	$1,624,816.00	Revitalization/Blight Elimination
City or Racine	Racine	$15,000,000.00	Housing/Homelessness

Neighborhood Investment Grant Program
Notice of Award

City of Rice Lake	Rice Lake	$3,157,057.00	Revitalization/Blight Elimination
City of Viroqua	Viroqua	$6,000,000.00	Housing/Homelessness
City of Waupun	Waupun	$4,995,425.00	Vulnerable Populations
City of Wausau	Wausau	$1,750,000.00	Housing/Homelessness
City of Wausau	Wausau	$1,500,000.00	Non-profit Support
City of West Bend	West Bend	$2,655,000.00	Revitalization/Blight Elimination
		$212,956,958.63	

OMB Number: 4040-0008
Expiration Date: 02/28/2022

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	$ -	$ -	$ -
2. Land, structures, rights-of-way, appraisals, etc.	$ 3,130,000.00	$ -	$ 3,130,000.00
3. Relocation expenses and payments	$ -	$ -	$ -
4. Architectural and engineering fees	$ 4,050,000.00	$ -	$ 4,050,000.00
5. Other architectural and engineering fees	$ 300,000.00	$ -	$ 300,000.00
6. Project inspection fees	$ -	$ -	$ -
7. Site work	$ 2,299,870.00	$ -	$ 2,299,870.00
8. Demolition and removal	$ -	$ -	$ -
9. Construction	$ 16,066,222.00	$ -	$ 16,066,222.00
10. Equipment	$ 300,000.00	$ -	$ 300,000.00
11. Miscellaneous	0	$ -	0
12. SUBTOTAL *(sum of lines 1-11)*	$ 26,146,092.00	$ -	$ 26,146,092.00
13. Contingencies	$ 4,088,708.00	$ -	$ 4,088,708.00
14. SUBTOTAL	$ 30,234,800.00	$ -	$ 30,234,800.00
15. Project (program) income	$ -	$ -	$ -
16. TOTAL PROJECT COSTS *(subtract #15 from #14)*	$ 30,234,800.00	$ -	$ 30,234,800.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.)	Enter eligible costs from line 16c Multiply X 80%	Enter the resulting Federal share.	$ 24,187,840.00

Tony Evers

Office of the Governor | State of Wisconsin

April 28, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley;

It is my pleasure to write a letter in support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs, and grow the regional economy.

The important project is expected to cost approximately $25 million. To date, Brown County has acquired the property and a secured Wisconsin Neighborhood Investment Fund grant ($15M) and a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program this project will be shovel ready in early 2023 and fully constructed by 2025. The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years.

As the Chair of the Great Lakes – St. Lawrence Governors and Premiers, we are working to realize the full the potential of the Great Lakes Maritime System. If it were a country, the Great Lakes region would be the world's third largest economy. Maximizing the systems transportation efficiencies, ensuring sustainable and resilient communities benefits us all. I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

Tony Evers

Tony Evers
Governor of Wisconsin

TAMMY BALDWIN
WISCONSIN

United States Senate
WASHINGTON, DC 20510

COMMITTEES:
APPROPRIATIONS
COMMERCE
HEALTH, EDUCATION, LABOR, AND PENSIONS

April 28, 2022

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20509

Dear Secretary Buttigieg,

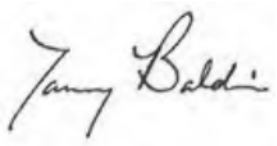
I am pleased to support the Port of Green Bay and Brown County's application for the Port Infrastructure Development Program through the Department of Transportation's Maritime Administration. If awarded, funding will support the redevelopment of a decommissioned power plant (Pulliam site) into a state-of-the-art port facility in Green Bay, Wisconsin.

The redevelopment of the Pulliam site will allow the Port of Green Bay to move towards a business model as a landlord port, providing a steady income stream and ensuring that the facility is used for port-related businesses. The redevelopment also presents an opportunity for the Port of Green Bay to move additional cargo using a variety of modes of transportation. With the site's location adjacent to rail, highway and water transportation facilities, the project has the potential to provide intermodal connections that are not found in other areas of the state.

The project will include brownfield clean-up, filling in an old boat slip and behind bulkhead lines, construction of 1,273 ft of new dock wall with bollards and a crane pad, dredging, resurfacing, asphalt pads, rail lines, and stormwater management features. Ownership and development of the site will allow the Port to manage the property to ensure that it serves as an active terminal and continues to provide a positive economic benefit to the community for generations. With awarded funding, Brown County expects to complete the redevelopment and put it into active use within three years. The project is estimated to generate an additional 20 jobs and have an economic impact of $59 million over five years with a total impact of more than $87 million in the first five years.

I strongly support collaborative projects that improve our regional transportation infrastructure, increase intermodal connections, and benefit our economy. For this reason, I respectfully request that full and fair consideration be given to the Port of Green Bay and Brown County's Port Infrastructure Development Program application. Please keep my office updated on the progress of this application by email at projects_grants@baldwin.senate.gov. Thank you for your thoughtful consideration of this request.

Sincerely,



Tammy Baldwin
United States Senator

Congress of the United States
Washington, DC 20515

April 26, 2022

Ms. Lucinda Lessley
Acting Administrator
Maritime Administration/MARAD
U.S. Department of Transportation Maritime Administration
West Building
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Administrator Lessley,

I write in support of the Port of Green Bay and Brown County's application for $11.25 million under the USDOT Port Infrastructure Development Program (PIDP) for the redevelopment of the former Wisconsin Public Service (WPS) Pulliam Generating Station into a state-of-the-art port facility.

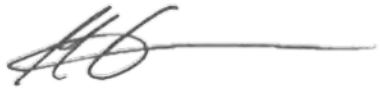
The Port of Green Bay is the western-most port of Lake Michigan, offering a direct route for shipping raw goods and materials using the waters of the Fox River, the bay of Green Bay, and Lake Michigan. In addition, there is an extensive network of highways and railroads that provide a direct connection from the port to regional, national, and international markets from the Great Lakes to America's heartland. There are currently over a dozen large businesses located along the three miles of the port that move more than two million tons of cargo on more than 200 ships each year. Having the opportunity to expand the port of Green Bay would transform the City of Green Bay, growing the regional economy and creating high-paying jobs.

This project, located at the mouth of the Fox River, will offer additional port infrastructure, expand the port's tonnage capacity, provide extra space for commodities, and improve the economic forecasts for the port and region. The location of this site is also prime for shipping activities due to its strategic location on the mouth of the Fox River, the entrance to Lake Michigan. Currently, this site sits empty and is ripe for development of this scale.

In partnership with Brown County, the Port of Green Bay has acquired the property and secured a Neighborhood Investment Fund grant and Wisconsin DOT Harbor Assistance Program grant. They have also hired an engineering consulting firm to design the project by the end of this year. With the help of the PIDP grant matched with the grant money already received, this project will be shovel-ready in early 2023 and entirely constructed by 2025.

I request full and fair consideration of the Port of Green Bay and Brown County's application for funding through the PIDP grant. If you have additional questions regarding my support, contact Charles Morrison in my office at charles.morrison@mail.house.gov. Thank you for your thoughtful consideration of my request.

S/F,



Mike Gallagher
Member of Congress

STANDING COMMITTEES:
Natural Resources & Energy, Chair
Transportation & Local Government, Vice-Chair

ROBERT L. COWLES
Wisconsin State Senator
2nd Senate District

JOINT COMMITTEES:
Audit Committee, Co-Chair

April 26, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

Re: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley,

Please accept this letter of support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin.

This important project would expand the business and shipping activity in the Port of Green Bay, while also being the first new port facilities in over 100 years. The site of the proposed redevelopment is a premium value site situated at the mouth of the Fox River on the Bay of Green Bay and possesses immediate access to rail and several interstate and state highways. These unique characteristics provide the potential for a specialized terminal operator for vital commodities or a rail/truck intermodal facility on the premises, which would reduce logistical challenges for port activity on the Great Lakes.

The Port of Green Bay is seeking funding to assist in the development of this property. The project is expected to cost approximately $25 million. To date, Brown County has already acquired the property, begun project planning and design, and secured over $15 million from multiple state grants towards this project. Assistance from the USDOT Port Infrastructure Development Program would make this project shovel-ready in early 2023 and fully-constructed by 2025. The redevelopment of this strategic location for expanded port use is estimated to generate an economic impact of $87 million in the first five-years, while alleviating Great Lakes port congestion.

I appreciate the consideration of my letter in support of the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application for efforts to expand the region's business and shipping activity through development and expansion of the port facilities at the Port of Green Bay.

Sincerely,

Senator Robert Cowles
Wisconsin's 2nd Senate District

Office:
Wisconsin State Capitol
118-South
P.O. Box 7882
Madison, WI 53707-7882

608-266-0484
Toll-Free: 1-800-334-1465
Fax: 608-267-0304
Sen.Cowles@legis.wisconsin.gov
legis.wi.gov/senate/02/cowles

Home:
300 W. St. Joseph Street
Unit #23
Green Bay, WI 54301-2328
920-448-5092

ANDRÉ JACQUE
STATE SENATOR • 1ST SENATE DISTRICT

Phone: (608) 266-3512
Fax: (608) 282-3541
Sen.Jacque@legis.wi.gov

State Capitol · P.O. Box 7882
Madison, WI 53707-7882

April 25, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley:

I am writing to express my strong support for the Port of Green Bay's USDOT Port Infrastructure Development project to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a "once in a generational opportunity" to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs, and grow the regional economy.

I am pleased to have played a direct role in facilitating discussions between state and local officials that helped make this economic development opportunity a reality. Through our work, we were able to secure state grant funds to assist Brown County with the purchase of the WPS Pulliam Plant Property, removing the facility as well as relocating the coal pile storage site that runs along the Fox River in Green Bay. With the clearing of the site, the Brown County Port Authority secured 40 acres for port expansion space at the mouth of the river. This port is critical to the economic vitality of the area given its designation as a Foreign Trade Zone, and its expansion will undoubtedly result in new business and increased economic activity.

This important project is expected to cost approximately $25 million. To date, Brown County has acquired the property and a secured Wisconsin Neighborhood Investment Fund grant ($15 million) and a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1 million). Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program this project will be shovel-ready in early 2023 and fully constructed by 2025. The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years.

In conclusion, I continue to strongly support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

André Jacque
State Senator
1st Senate District

ELIJAH BEHNKE
STATE REPRESENTATIVE • 89th ASSEMBLY DISTRICT

April 27, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

Honorable Secretary Buttigieg and Administrator Lessley,

It is my pleasure to write a letter in full support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a modern, state-of-the-art port facility in Green Bay, Wisconsin. This project is an invaluable opportunity to expand the port's capacity, enhance the Greater Green Bay region, create local high paying jobs, and strengthen the regional economy.

This project is expected to cost approximately $25 million. As of today, Brown County has acquired the property, as well as secured a WI Neighborhood Investment Fund grant ($15M) and a WI Department of Transportation Harbor Assistance Program grant ($1.1M).

Going forward, Brown County plans to hire an engineering consulting firm to design the project this year. With assistance from the USDOT Port Infrastructure Development Program, this project will be ready to commence in early 2023 and fully constructed by 2025.

The redevelopment of this optimal location for active port use is estimated to generate a regional economic impact of $87 million in just the first five years of operation. The return on the initial investment is clear and the benefits to the people of the region cannot be overstated.

In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's commerce activity. This project will ensure continued economic and transportation growth in Northeastern Wisconsin for both current and future generations.

Please do not hesitate to reach out should you have any questions. Thank you for your consideration.

Godspeed,

Elijah Behnke

Elijah Behnke
WI State Representative
89th Assembly District

P.O. Box 8953 • Madison, WI 53708-8953
Office: (608) 266-2343 • Toll Free: (888) 529-0089 • Rep.Behnke@Legis.WI.Gov

JOEL KITCHENS
STATE REPRESENTATIVE • 1ST ASSEMBLY DISTRICT

April 18, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley,

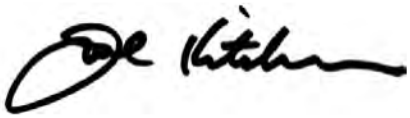
I would like to voice my strong support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. This project is truly a once-in-a-generation opportunity for Brown County to expand the port's capacity, transform the Greater Green Bay region and create high-paying jobs while growing the regional economy.

This essential project is expected to cost approximately $25 million. In preparation, Brown County has acquired the property and secured a Wisconsin Neighborhood Investment Fund grant ($15M), as well as a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). In addition to these steps, Brown County intends to hire an engineering consulting firm before the end of this year. Receiving assistance from the USDOT Port Infrastructure Development Program will ensure that this project can begin in early 2023 in order to reach full completion by 2025.

The redevelopment of this prime location for active port use is estimated to generate an economic impact of $87 million in just the first five years alone.

This is a tremendous opportunity for the region and I cannot express enough how excited I am to support this endeavor to increase Green Bay's business and shipping activity. This will ensure economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,



WI State Rep. Joel Kitchens
1st Assembly District

Capitol Office: Post Office Box 8952 • Madison, WI 53708-8952 • (608) 266-5350 • Toll-Free: (888) 482-0001 • Fax: (608) 282-3601
Rep.Kitchens@legis.wi.gov

STATE REPRESENTATIVE
KRISTINA SHELTON

April 12th, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley;

It is my pleasure to write a letter in support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs and grow the regional economy.

In recognition of this project's importance, Brown County has secured a $15M grant from the Wisconsin Neighborhood Investment Fund and $1.1M from the WI Department of Transportation Harbor Assistance Program. However, the total cost for this project comes in around $25M. Receiving a USDOT Port Infrastructure Grant would ensure this project is shovel ready by 2023 and building potential in our community, fully completed, by 2025.

As the state legislator for Green Bay, I have heard from my constituents about the need to revitalize and reinvest in our community – the completion of this project would bring in an estimated $87 million in the first five years. Not only would this have long-lasting impact on our community, it would support well-paying and sustainable jobs for families and attract future residents.

In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

Kristina Shelton

State Representative, 90th Assembly District

ASSEMBLY DISTRICT 90
STATE CAPITOL P.O. BOX 8953, MADISON, WI 53708 TELEPHONE (608) 266-0616 TOLL FREE (888) 534-0090
EMAIL REP.SHELTON@LEGIS.WISCONSIN.GOV WEBSITE LEGIS.WISCONSIN.GOV/ASSEMBLY/90/SHELTON
@WISTATEREPRESENTATIVEKRISTINASHELTON @KRISTINAAD90

DAVID STEFFEN

STATE REPRESENTATIVE • 4TH ASSEMBLY DISTRICT

April 27, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley,

I am writing to you in support of the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once-in-a-generation opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs, and grow the regional economy.

This important project is expected to cost approximately $25 million. Brown County has acquired the property and a Wisconsin Neighborhood Investment Fund grant of $15 million, as well as a Wisconsin Department of Transportation Harbor Assistance Program grant of $1.1 million. With assistance from the USDOT Port Infrastructure Development Program, this project will be shovel-ready in early 2023 and fully constructed by 2025. The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years.

In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

David Steffen
State Representative
4th Assembly District

Wisconsin State Capitol • P.O. Box 8953 • Madison, WI 53708-8953 • (608) 266-5840 • Fax: (608) 282-3604
Rep.Steffen@legis.wi.gov

JIM STEINEKE MAJORITY LEADER
STATE REPRESENTATIVE • 5th ASSEMBLY DISTRICT

(608) 266-2401
Toll-Free: (888) 534-0005
Rep.Steineke@legis.wi.gov

P.O. Box 8953
Madison, WI 53708-8953

April 19, 2022

U.S. Maritime Administration
Office of Port Infrastructure Development
1200 New Jersey Ave SE
Washington, DC 20590

RE: USDOT Port Infrastructure Development Program (WPS Pulliam Plant – Green Bay, WI)

To Whom It May Concern:

As the State Representative for the 5th Assembly district, I would like to formally express my support for the USDOT Port Infrastructure Development Program (PIDP) in the amount of $11.25 million for the redevelopment of the former WPS Pulliam Plant into a state-of-the-art port facility.

The property where the project would take place has remained undeveloped for many years and would be a prime location for this type of development due to its location near the mouth of the Fox River in Green Bay, WI. In addition, a project of this size would not only expand the port's capacity but would transform the city area, create high paying jobs, and would contribute immensely to the regional economy.

In conclusion, I ask that the Office of Port Infrastructure Development look favorably upon this project as you consider your upcoming development grants. The granting of these funds to the city of Green Bay and Brown County would add to the continued economic growth in the community as well as providing additional employment opportunities to its residents.

Sincerely,

Jim Steineke

Jim Steineke
Assembly Majority Leader
5th Assembly District

PORT & RESOURCE RECOVERY DEPARTMENT
Brown County
2561 SOUTH BROADWAY
GREEN BAY, WI 54304
PHONE: (920) 492-4950 | FAX: (920) 492-4957

DEAN R. HAEN
DIRECTOR

April 8th, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley;

It is my pleasure to write a letter in support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs and grow the regional economy.

The important project is expected to cost approximately $25 million. To date, Brown County has acquired the property and a secured Wisconsin Neighborhood Investment Fund grant ($15M) and a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program this project will be shovel ready in early 2023 and fully constructed by 2025.

The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years.
In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

Tom Klimek
Port of Green Bay Harbor Commission President

AMERICAN
GREAT LAKES PORTS
ASSOCIATION

April 25, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
Ms. Lucinda Lessley, Acting Administrator
Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

Dear Secretary Buttigieg and Administrator Lessley:

The American Great Lakes Ports Association represents the public port authorities on the United States side of the Great Lakes. Each of our member ports is a division of state or local government, or an independent agency created by state statute. As a group, and individually, Great Lakes ports work to foster maritime commerce in the region and economic development in their communities.

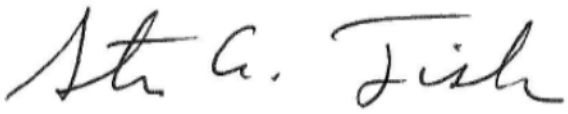
We are writing to share our support for the Port of Green Bay's Port Infrastructure Development Program (PIDP) grant application which seeks federal assistance to redevelop a decommissioned power plant into a state-of-the-art port facility. The project has been described as a once in a generational opportunity to expand the port's capacity, transform the Greater Green Bay region, create high paying jobs and grow the regional economy.

Although this project is expected to cost approximately $25 million, Brown County has already secured considerable non-federal resources. The county has already purchased the property; secured a Wisconsin Neighborhood Investment Fund grant of $15 million; and secured a Wisconsin Department of Transportation Harbor Assistance Program grant of $1.1 million. Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program, this project will be shovel ready in early 2023 and fully constructed by 2025.

The redevelopment of this strategic and desirable location for active port uses is estimated to generate an economic impact of $87 million in the first five years.

Unlike coastal ports, Great Lakes ports are part of an interconnected navigation system that supports a $3 trillion regional economy. The development of each Great Lakes port contributes to the success of the larger system and for that reason, we are pleased to support this important project.

Sincerely,



Steven A. Fisher
Executive Director

LAKE CARRIERS' ASSOCIATION

★ ★ ★ ★ ★

April 18, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley;

It is my pleasure to write a letter in support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs and grow the regional economy.

The important project is expected to cost approximately $25 million. To date, Brown County has acquired the property and a secured Wisconsin Neighborhood Investment Fund grant ($15M) and a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program this project will be shovel ready in early 2023 and fully constructed by 2025.

The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years.

In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

James H. I. Weakley
President
Lake Carriers' Association

Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

April 28, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

Subject: Port of Green Bay PIDP Grant Application

Dear Honorable Secretary Buttigieg and Administrator Lucinda Lessley;

The Wisconsin Department of Transportation (WisDOT) is sending this letter of support regarding Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs, and grow the regional economy.

This transformational project is expected to cost approximately $25 million. To date, Brown County has acquired the property and a secured Wisconsin Neighborhood Investment Fund grant ($15M). In February 2022, WisDOT awarded a $1.1 million Harbor Assistance Program grant towards this project and Brown County is currently in the process to select an engineering consulting firm to design the project. The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years.

WisDOT fully supports the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

Craig Thompson
Secretary

cc: Robert Sullivan – MARAD
Robert Bouchard - MARAD
Peter Simmons - MARAD

TDA
Transportation Development Association

It's how we get there

April 11, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

Dear Secretary Buttigieg and Acting Administrator Lessley,

I am pleased to write a letter supporting the Port of Green Bay's submission for a USDOT Port Infrastructure Development Program grant to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once-in-a-generation opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high-paying jobs, and grow the regional economy.

This vital project is expected to cost approximately $25 million. Brown County has acquired the property and secured a Wisconsin Neighborhood Investment Fund grant ($15M) and a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program, this project will be shovel-ready in early 2023 and fully constructed by 2025.

The redevelopment of this strategic and desirable location for active Port uses is projected to generate an economic impact of $87 million in the first five years.

TDA is a statewide alliance of 400-plus stakeholders committed to advancing the best in transportation, particularly the development and maintenance of a safe, modern, interconnected transportation network that supports a robust economy and enhance the quality of life for everyone in Wisconsin.

Please support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Thank you for considering the Port of Green Bay's application.

Sincerely,

Debby Jackson

Debby Jackson
Executive Director

WMC

Wisconsin's Chamber

May 11, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

Ms. Lucinda Lessley
Acting Administrator
Maritime Administration
Attention: Office of Port Infrastructure Development
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

Dear Secretary Buttigieg and Acting Administrator Lessley:

Wisconsin Manufacturers & Commerce (WMC), Wisconsin's chamber of commerce, appreciates the opportunity to write in support of the Port of Green Bay's USDOT Port Infrastructure Development grant application.

This project will redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs, and grow the regional economy. The redevelopment of this strategic and desirable location for active port uses is estimated to generate an economic impact of $87 million in the first five years.

The redevelopment project is expected to cost approximately $25 million. To date, Brown County has acquired the property, secured a Wisconsin Neighborhood Investment Fund grant ($15M), and obtained a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). With assistance from the USDOT Port Infrastructure Development Program, this project will be shovel ready in early 2023 and fully constructed by 2025.

WMC fully supports the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

Evan Umpir

Evan Umpir
Director of Tax, Transportation, and
Legal Affairs
Wisconsin Manufacturers & Commerce

GREATER GREEN BAY
CHAMBER

April 18, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley:

It is my pleasure to write a letter in support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs, and grow the regional economy.

The important project is expected to cost approximately $25 million. To date, Brown County has acquired the property and a secured Wisconsin Neighborhood Investment Fund grant ($15M) and a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program this project will be shovel ready in early 2023 and fully constructed by 2025.

The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years.

In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

Laurie Radke

Laurie Radke
President & CEO
Greater Green Bay Chamber

north of what you expect new north

April 9, 2022

Honorable Secretary Buttigieg
Administrator Lucinda Lessley
Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

Dear Honorable Secretary Buttigieg and Administrator Lucinda Lessley;

On behalf of the New North, Inc., a non-profit regional economic development corporation, representing 18 counties in Northeastern Wisconsin, I am writing in support of the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin.

The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs and grow the regional economy. The important project is expected to cost approximately $25 million. To date, Brown County has acquired the property and a secured Wisconsin Neighborhood Investment Fund grant of $15 million and a Wisconsin Department of Transportation Harbor Assistance Program grant of $1.1 million. Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program this project will be shovel ready in early 2023 and fully constructed by 2025.

The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years and is critical to the economic vitality of northeast Wisconsin and beyond.

In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Please do not hesitate to contact me at barb.lamue@thenewnorth.com or 920.676.1960 with any questions you may have.

Respectfully,

Barb LaMue

Barb LaMue
President & CEO

Sanimax

Proud to transform it all

April 28, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley;

It is my pleasure to write a letter in support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once-in-a-generation opportunity to expand the Port's capacity, transforming the Greater Green Bay region while creating high-paying jobs and growing the regional economy.

This important project is expected to cost approximately $25 million. To date, Brown County has acquired the property and secured a Wisconsin Neighborhood Investment Fund grant ($15M) and a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program this project will be ready to break ground in early 2023 and fully constructed by 2025.

The redevelopment of the strategic and desirable location for active Port is estimated to generate an economic impact of $87 million in just the first five years.

In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,

Donn Johnson
GM of US Operations
Donn.Johnson@Sanimax.com

Wisconsin Public Service Corporation
P.O. Box 19001
Green Bay, WI 54307-9001
www.wisconsinpublicservice.com

April 20, 2022

Maritime Administration
Office of Port Infrastructure Development
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC 20590

RE: Port of Green Bay PIDP Grant Application

The Honorable Secretary Buttigieg and Administrator Lucinda Lessley:

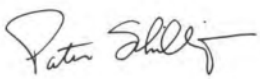
It is my pleasure to write a letter in support for the Port of Green Bay's submission of a USDOT Port Infrastructure Development grant application to redevelop a decommissioned power plant into a state-of-the-art port facility in Green Bay, Wisconsin. The project has been described as a once in a generational opportunity to expand the Port's capacity, transform the Greater Green Bay region, create high paying jobs and grow the regional economy.

This important project is expected to cost approximately $25 million. To date, Brown County has acquired the property and a secured Wisconsin Neighborhood Investment Fund grant ($15M) and a Wisconsin Department of Transportation Harbor Assistance Program grant ($1.1M). Brown County plans to hire an engineering consulting firm to design the project in 2022. With assistance from the USDOT Port Infrastructure Development Program, this project will be shovel ready in early 2023 and fully constructed by 2025.

The redevelopment of the strategic and desirable location for active Port uses is estimated to generate an economic impact of $87 million in just the first five years.

In conclusion, I fully support the efforts of the Port of Green Bay and Brown County to expand the region's business and shipping activity, thus ensuring continued economic and transportation growth in Northeastern Wisconsin for future generations.

Sincerely,



Patrick J. Schillinger
Vice President State Legislative and Local Affairs
Wisconsin Public Service Corporation
920-634-9501
patrick.schillinger@wecenergygroup.com

DEAN R. HAEN

(b)(6)

DEAN R. HAEN

(b)(6)

DEAN R. HAEN

(b)(6)

DEAN R. HAEN

(b)(6)

REFERENCES AVAILABLE UPON REQUEST

MARK A. WALTER

Home Work

(b)(6)

March 2019

(b)(6)

KATHRYN A. O'CONNELL

(b)(6)

(b)(6)

Jonathan P. Logan

(b)(6)

(b)(6)

(b)(6)

(b)(6)

(b)(6)

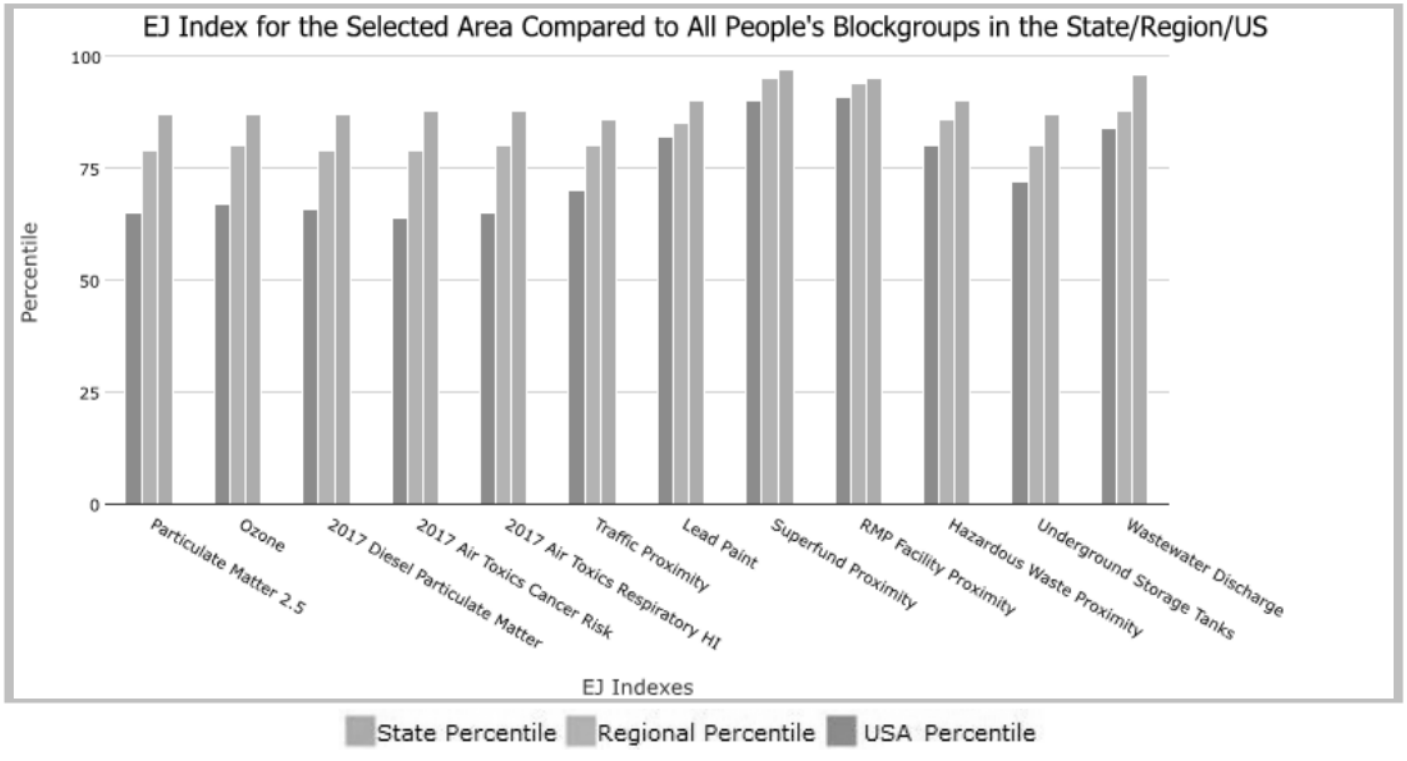
EJScreen Report (Version 2.0)

1 mile Ring around the Area, WISCONSIN, EPA Region 5

Approximate Population: 2,126

Input Area (sq. miles): 4.40

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
Environmental Justice Indexes			
EJ Index for Particulate Matter 2.5	87	79	65
EJ Index for Ozone	87	80	67
EJ Index for 2017 Diesel Particulate Matter*	87	79	66
EJ Index for 2017 Air Toxics Cancer Risk*	88	79	64
EJ Index for 2017 Air Toxics Respiratory HI*	88	80	65
EJ Index for Traffic Proximity	86	80	70
EJ Index for Lead Paint	90	85	82
EJ Index for Superfund Proximity	97	95	90
EJ Index for RMP Facility Proximity	95	94	91
EJ Index for Hazardous Waste Proximity	90	86	80
EJ Index for Underground Storage Tanks	87	80	72
EJ Index for Wastewater Discharge	96	88	84



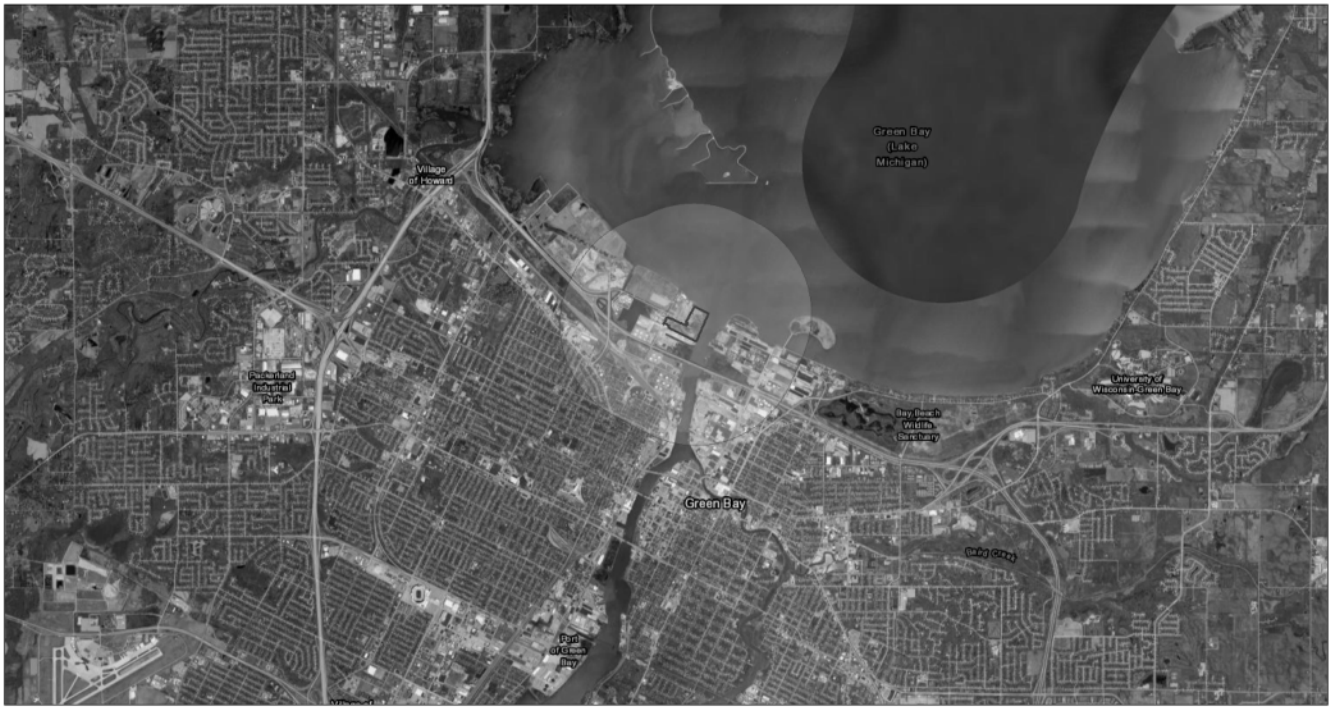
This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

EJScreen Report (Version 2.0)

1 mile Ring around the Area, WISCONSIN, EPA Region 5

Approximate Population: 2,126

Input Area (sq. miles): 4.40



Sites reporting to EPA	
Superfund NPL	1
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	3

EJScreen Report (Version 2.0)

1 mile Ring around the Area, WISCONSIN, EPA Region 5

Approximate Population: 2,126

Input Area (sq. miles): 4.40

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Pollution and Sources							
Particulate Matter 2.5 (µg/m^3)	6.84	7.83	13	8.96	5	8.74	10
Ozone (ppb)	41.2	41.6	32	43.5	16	42.6	39
2017 Diesel Particulate Matter* (µg/m^3)	0.206	0.185	61	0.279	<50th	0.295	<50th
2017 Air Toxics Cancer Risk* (lifetime risk per million)	20	20	98	24	60-70th	29	<50th
2017 Air Toxics Respiratory HI*	0.3	0.24	98	0.3	70-80th	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	410	560	63	610	63	710	64
Lead Paint (% Pre-1960 Housing)	0.64	0.36	81	0.37	78	0.28	85
Superfund Proximity (site count/km distance)	0.55	0.12	96	0.13	95	0.13	95
RMP Facility Proximity (facility count/km distance)	4.9	0.89	98	0.83	98	0.75	98
Hazardous Waste Proximity (facility count/km distance)	3.5	1.6	83	1.8	84	2.2	82
Underground Storage Tanks (count/km^2)	2.1	2.7	67	4.8	57	3.9	60
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0096	0.31	82	9	64	12	69
Socioeconomic Indicators							
Demographic Index	41%	23%	86	28%	78	36%	64
People of Color	33%	19%	84	26%	72	40%	51
Low Income	49%	27%	87	29%	82	31%	79
Unemployment Rate	4%	4%	68	5%	54	5%	49
Linguistically Isolated	1%	2%	71	2%	65	5%	50
Less Than High School Education	14%	8%	86	10%	78	12%	68
Under Age 5	12%	6%	95	6%	93	6%	93
Over Age 64	11%	16%	24	16%	28	16%	33

*Diesel particular matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's 2017 Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

For additional information, see: www.epa.gov/environmentaljustice

GEI Consultants

Consulting
Engineers and
Scientists

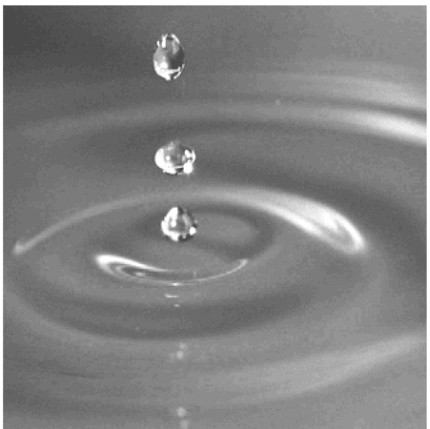
Phase I Environmental Site Assessment

Former Pulliam Plant Properties
Bylsby Avenue and Hurlbut Street
Green Bay, Wisconsin

Submitted to:
Wisconsin Public Service Corporation
700 N. Adams Street
Green Bay, Wisconsin 54301

Submitted by:
GEI Consultants, Inc.
3159 Voyager Drive
Green Bay, Wisconsin 54311
920.455.8655

November 10, 2020
Project 2004521



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Appendices

Executive Summary

GEI Consultants, Inc. (GEI), on behalf of Wisconsin Public Service Corporation (WPS) (Client), has completed a Phase I Environmental Site Assessment (ESA) of a portion of the former J.P. Pulliam Generating Station (Pulliam Plant) properties in the City of Green Bay, Brown County, Wisconsin (Property). The Phase I ESA was conducted in general accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-13 titled, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM Standard). The purpose of this Phase I ESA was to identify, to the extent practicable, pursuant to processes prescribed in the ASTM Standard, recognized environmental conditions (RECs) in connection with the Property. The following is a summary of our findings and conclusions concerning the Property.

The Property is in an area of industrial land use located west of the mouth of the Fox River, along the south shore of Green Bay, and along Bylsby Avenue and Hurlbut Street in the north-central portion of the City of Green Bay, Brown County, Wisconsin. The primary address associated with the Property is 1530 Bylsby Avenue. The Property is comprised of 19 whole parcels (Parcel Nos. 6-9, 6-10, 6-12, 6-12-1, 6-12-2, 6-12-3, 6-12-4, 6-12-5, 6-12-A, 6-12-A-1, 6-12-B, 6-12-B-1, 6-13, 6-13-1, 6-13-A, 6-15, 6-15-A, 6-16, and 6-17), and a portion of two other parcels (Parcel Nos. 6-11 and 6-34) that combined, total approximately 187.7 acres. Based on information provided by Client, approximately 58.1 acres of the Property is currently submerged beneath the Fox River and Green Bay, leaving approximately 129.6 acres of land above water. The Property is generally described as consisting of a majority of the former electrical power generating station (excluding the substation, natural gas-fired generating unit, coal yard/tractor shop building area, and areas west to Bylsby Avenue) and the entirety of an associated closed landfill that was previously used for disposal of coal combustion products (CCPs) such as fly ash and bottom ash.

The Property is currently owned by WPS, which is a wholly-owned subsidiary of WEC Energy Group, Inc (WEC). The Pulliam Plant was initially constructed in approximately 1926-1927 with two coal-fired generating units (Units 1 and 2), and between 1943 and 1964 an additional six coal-fired generating units (Units 3 to 8) were constructed to increase power generating capacity to nearly 400 Megawatts. A natural gas-fired generating unit (P31) was added to the Pulliam Plant in approximately 2003, which currently resides north of the substation in an area that is not part of the Property. The original generating units were retired in approximately 1980 and the remaining units were retired between approximately 2007 and 2018. Decommissioning of the generating station building (i.e., power house), ancillary buildings (wastewater treatment building, etc.), aboveground and underground structures (petroleum product and chemical storage tanks, coal vaults and underground conveyors, raw water intake tunnels, etc.), and other Pulliam Plant features (coal hoppers,

coal conveyors, coal train unlading shed, coal storage piles, etc.) on the Property began in approximately 2018 and were ongoing at the time of this Phase I ESA. WPS anticipates that decommissioning of buildings/features on the Property will be complete in 2021; features associated with the Pulliam Plant that will remain after decommissioning (generating unit P31 and associated back-up fuel oil aboveground storage tank [AST]), substation, coal yard/tractor shop building, and an old warehouse) reportedly will be located beyond the Property boundaries.

We have performed a Phase I ESA of the Property in conformance with the scope and limitations of ASTM Practice E1527-13. Any exceptions to, or deletions from, this practice are described in Sections 1.4 and 8.2 of this report.

This assessment has revealed evidence of the following RECs in connection with the Property:

- The closed landfill on the western portion of the Property.
- The historical use of the eastern portion of the Property.
- The former petroleum tanker release at the Bylsby/Hurlbut intersection.
- The adjoining portion of the Pulliam Plant located beyond the Property boundaries.
- The adjoining site at 810 Hurlbut Street.

Although not considered a REC, the following were identified as a Business Environmental Risks (BERs) for the Property, which is defined by ASTM as "a risk which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in this practice:"

- The presence of buried piping, building foundations, and other subgrade features planned to be abandoned in place in the eastern portion of the Property.
- The presence of coal residuals associated with coal storage and management of CCPs in the eastern portion of the Property.
- The presence of petroleum residuals associated with closed regulatory cases in the eastern portion of the Property.

Several other potential environmental issues were identified as part of this Phase I ESA; however, based on available information, they were not considered current RECs or BERs but rather, were either considered Historical RECs (HRECs) or Other Findings. These other potential issues are discussed throughout this report and are further summarized along with our opinions in Section 8.3.

1. Introduction

GEI Consultants, Inc. (GEI) has completed a Phase I Environmental Site Assessment (ESA), in general accordance with the American Society for Testing and Materials (ASTM) Standard E1527-13 titled, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM Standard), of a portion of the former J.P. Pulliam Generating Station (Pulliam Plant) properties in the City of Green Bay, Brown County, Wisconsin (Property). This Phase I ESA was conducted on behalf of Wisconsin Public Service Corporation (WPS or Client), to identify potential environmental liabilities associated with the Property.

1.1 Purpose

The purpose of this Phase I ESA was to identify, to the extent practicable pursuant to processes prescribed in the ASTM Standard, recognized environmental conditions (RECs) in connection with the Property.

The ASTM Standard defines a REC as:

> "*The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to the release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions*."

A REC may be identified due to the known or suspected migration of hazardous substances or petroleum products as a solid or liquid at the surface or in the subsurface, and/or as vapor in the subsurface. A REC identified due to subsurface vapor migration would be based on the Environmental Professional's interpretation of applicable elements of the Tier 1 procedure described in ASTM Standard E2600-10 titled, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*.

The term REC includes hazardous substances or petroleum products even under conditions in compliance with laws. The term REC is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The ASTM Standard defines a controlled REC (CREC) as:

> "*A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no*

further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."

The ASTM Standard defines a historical REC (HREC) as:

"*A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)*."

The ASTM Standard defines a Business Environmental Risk (BER) as:

"A risk which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in this practice:"

The ASTM Standard indicates that "this practice is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) liability; that is, the practice that constitutes 'all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice,' as defined at 42 USC, §9601(35)(B)."

1.2 Scope of Work

The following tasks, prescribed in the ASTM Standard, were completed by GEI as part of this Phase I ESA:

- Records Review: Review of environmental, physical, and historical use record sources considered to be publicly available, practically reviewable, and obtainable within reasonable time and cost constraints (i.e., reasonably ascertainable).
- Property Reconnaissance: Observation of the exterior condition of the Property and nearby sites (if visually or physically observable during reconnaissance of the Property), and interior condition of structures on the Property, if present.
- Interviews: Interviews with current and previous owners, operators, and occupants of the Property; local and/or state government officials; and owners, operators, and occupants of nearby sites, where applicable.
- Report: Evaluation of information collected and preparation of a written report.

Unless otherwise specified in Section 5, this Phase I ESA does not include a discussion of the "non-scope considerations" identified in the ASTM Standard, including asbestos-containing building materials, lead-based paint, lead in drinking water, wetlands, mold, and radon. No sampling or testing of materials (e.g., soil, water, air, and building materials) was conducted as part of this Phase I ESA.

Photographic documentation of the Property reconnaissance is included in Appendix A. Resumes of GEI personnel involved with this Phase I ESA are included in Appendix B.

1.3 Significant Assumptions

GEI assumes that information provided by Client, the "user" of this report (as defined in the ASTM Standard), if different than Client, and all other individuals interviewed as part of this Phase I ESA is accurate and complete.

GEI assumes that maps, verbal descriptions, or other representations of the boundaries of the Property provided by Client, user, key site manager, and/or local government sources are accurate and complete. GEI did not seek to independently verify the boundaries of the Property as part of this Phase I ESA.

GEI assumes this report will be read as a whole by the user, and as such, does not advise the use of segregated sections of this report.

1.4 Limitations and Exceptions

This assessment was conducted in general accordance with good commercial, customary, and generally accepted practices for assessments of similar property conducted in this geographical location and at this time. Per the ASTM Standard, not every property will warrant the same level of assessment.

This assessment is not exhaustive, and no environmental assessment can wholly eliminate uncertainty regarding the potential for RECs in connection with the Property; rather, per the ASTM Standard, "Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs in connection with a property, and this practice recognizes reasonable limits of time and cost."

Opinions presented in this report are based on observations completed at the time of the reconnaissance and information that was reasonably ascertainable as of the issuance date of this report. Property conditions observed, and information obtained at a later date and under other circumstances may be different than those observed and obtained during this assessment.

Environmental conditions and regulations are subject to change and re-interpretation, and as such, current observations, conditions, or regulatory positions may not represent conditions at some future time. No warranty, either expressed or implied with regard to the Property conditions, or Client's ability to assert any defense under CERCLA or any comparable state law for environmental impairment, is contained herein.

Per the ASTM Standard, this assessment may be presumed to be valid if completed less than 180 days prior to the date of acquisition of the Property (i.e., the date on which a person acquires title to the Property) or, for transactions not involving an acquisition, the date of the intended transaction. This assessment may be presumed to be valid for a period of up to one year prior to the date of acquisition or intended transaction if certain components (e.g., interviews, review of government records, visual inspection of the Property, and others identified in Section 4.6 of the ASTM Standard) are conducted or updated within 180 days of the date of acquisition or the date of the intended transaction.

Additional information concerning limitations and data gaps is presented in Section 8 of this report. Deletions and deviations from the ASTM Standard, if any, including any Client-imposed constraints, are also identified in Section 8 of this report.

1.5 Special Terms and Conditions

The Phase I ESA was conducted in general accordance with GEI's proposal for service dated September 24, 2020.

1.6 User Reliance

This report was prepared for the exclusive use of WPS (Client), to evaluate potential environmental liabilities associated with the Property. Client has authorized GEI to extend reliance to the City of Green Bay and Brown County, collectively referred to as Local Government Units (LGU). This reliance is conditioned upon LGU's acceptance of the following terms as well as the limitations set forth in this report.

GEI's issuance of reliance to LGU is conditioned upon LGU accepting that, to the fullest extent permitted by law, the total liability, in the aggregate, of GEI and its officers, directors, employees, agents, and independent professional associates and consultants, and any of them, to LGU and any one claiming by, though, or under LGU, for any and all injuries, claims, losses, expenses, or damages whatsoever arising out of or in any way related to extension of reliance or this report will not exceed $50,000 in the aggregate. No claim being made pursuant to this report shall be valid if such claim is formally issued later than six (6) months from the date of this report. These limitations will apply regardless of legal theory and include, but are not limited to, claims or actions alleging negligence, errors, omissions, strict liability, breach of contract, breach of warranty of GEI or its officers, directors, employees,

agents, or independent professional associates or consultants, or any of them. GEI and LGU waive consequential damages, including but not limited to damages for loss of profits, loss of revenues, and loss of business or business opportunities, for claims, disputes, or other matters in question arising out of or relating to this report.

The reliance is further conditioned upon LGU's agreement that the limitation of liability referenced above is cumulative and applies to all claims by any party entitled to rely on this report.

2. Property Description

2.1 Location and Legal Description

The Property is located along Bylsby Avenue and Hurlbut Street in the north-central portion of the City of Green Bay, Brown County, Wisconsin. The primary address associated with the Property is 1530 Bylsby Avenue. The Property is comprised of 19 whole parcels (Parcel Nos. 6-9, 6-10, 6-12, 6-12-1, 6-12-2, 6-12-3, 6-12-4, 6-12-5, 6-12-A, 6-12-A-1, 6-12-B, 6-12-B-1, 6-13, 6-13-1, 6-13-A, 6-15, 6-15-A, 6-16, and 6-17), and a portion of two other parcels (Parcel Nos. 6-11 and 6-34) that combined, total approximately 187.7 acres. Property information obtained from the City, County, and/or Client is included in Appendix C. The location of the Property is illustrated on a Property Location Map (based on a United States Geological Survey topographic map) presented as Figure 1, and two Property Features Diagrams (based on an aerial photograph) presented as Figures 2 and 3.

2.2 Property and Vicinity General Characteristics

The Property can be further described as being located north of Interstate 43 (I-43), west of the mouth of the Fox River, and along the south shore of Green Bay in an area of industrial land use. The western portion of the Property, located north of Hurlbut Street and west of Bylsby Avenue includes approximately 144.2 acres, of which approximately 49.2 acres are currently submerged beneath Green Bay. The eastern portion of the Property, located east of Bylsby Avenue, includes approximately 43.5 acres, of which approximately 9.9 acres are currently submerged beneath the Fox River and Green Bay. All parcels except for 6-11 and 6-34 are associated with the western portion of the Property.

The western portion of the Property is bound to the north by Green Bay; is surrounded by drainage ditches/swales along the east and south boundaries and by a slough/ditch along the west boundary; includes one active/open paved entrance off Bylsby Avenue and three inactive/closed unpaved entrances off Hurlbut Street; and is generally described as a closed vegetated landfill. The eastern portion of the Property is bound to the north by Green Bay and to the east by the Fox River; includes one active/open paved entrance off Bylsby Avenue; and is generally described as a former coal-fired electrical power generating station that ceased operation in 2018 and has been undergoing decommissioning since that time.

The Property is in an area of low relief and, based on Brown County's online Geographical Information Mapping application (BrownDog), largely resides within an area designated by the Federal Emergency Management Agency (FEMA) to be an AE Flood Zone. An AE Flood Zone indicates an area at high risk for flooding, corresponding to a 1% chance of flooding to occur on an annual basis.

2.3 Current Use of the Property

The Property is currently owned by WPS, which is a wholly-owned subsidiary of WEC. The western portion of the Property consists of a closed landfill that is idle except for long-term monitoring required by the WDNR through analysis of groundwater samples collected from multiple onsite piezometers and water table observation wells. The eastern portion of the Property consists of a former coal-fired electrical power generating station that ceased operation in 2018 and is nearing the end of a multi-year decommissioning project to prepare the land for possible redevelopment.

2.4 Property Improvements

The western portion of the Property is generally described as a closed vegetated landfill that is developed with a small unoccupied building (apparent former office) near the southeast corner and multiple power transmission line towers in the northern section of the Property. The unoccupied building is an approximately 150-square-foot, single-story, wood-framed structure situated on a concrete slab-on-grade foundation. Available information suggests that the building may have been associated with a temporary ash storage facility that was constructed over a portion of the closed landfill in 1993 to support offsite beneficial reuse of CCPs generated by the Pulliam Plant. The temporary ash storage facility was reportedly designed and operated in accordance with Chapter NR 538 (Beneficial Use of Industrial Byproducts) of the Wisconsin Administrative Code, and was later closed in 2018. Between 2018 and 2019, all ash was removed and other features associated with the temporary storage facility (leachate collection system, lysimeter, and leachate transfer line connected to the municipal sanitary sewer system) reportedly were removed and/or abandoned in-place in accordance with applicable state code.

The eastern portion of the Property is generally described as a former coal-fired electrical power generating station that was historically developed with multiple buildings and features associated with that industrial use. Decommissioning of the generating station building (i.e., power house), ancillary buildings (new warehouse, wastewater treatment building, etc.), aboveground and underground structures (petroleum product and chemical storage tanks, coal vaults and underground conveyors, raw water intake tunnels, etc.), and other Pulliam Plant features (coal hoppers, coal conveyors, coal train unlading shed, coal storage piles, etc.) on the Property began in approximately 2018 and were ongoing at the time of this Phase I ESA. During the reconnaissance, buildings that remained but were scheduled for decommissioning included a wastewater treatment building, sodium bisulfite and water sampling buildings associated with the discharge of wastewater through an outfall channel to the Fox River, sodium hypochlorite building associated with the north raw water intake, and a small building along the northern boundary that contains National Oceanic and Atmospheric Administration (NOAA) instrumentation for gathering surface water data on Green Bay. Subgrade features that are present but also reportedly scheduled to be decommissioned include

underground coal bunkers and conveyors; sump pit vaults; and north and south water intake structures and associated underground water conveyance tunnels.

The wastewater treatment building is a two-story, masonry and metal building with a footprint of approximately 2,500-square-feet that is situated on a concrete slab-on-grade foundation. The sodium bisulfite building is a single-story, masonry building with a footprint of approximately 600-square-feet that is situated on a slightly recessed concrete slab foundation. The sodium hypochlorite building is also a single-story, masonry building with a footprint of approximately 600-square-feet that is situated on a concrete slab foundation. The water sampling building is a single-story, wood-framed building with a footprint of approximately 65-square-feet that is situated on a concrete slab-on-grade foundation. The NOAA observation building is a single-story, masonry building with a footprint of approximately 65-square-feet that is situated on a concrete slab-on-grade foundation.

Being located in the City of Green Bay, public potable water, public sanitary and storm sewer, electrical, natural gas, and telecommunication utilities are available to the Property.

2.5 Current Uses of Adjoining Sites

The eastern portion of the Property is bound to the north and east by waterways (Green Bay and the Fox River, respectively); to the south by GLC Minerals (1450 Bylsby Avenue; a bulk calcium carbonate, calcium sulfate, and calcium magnesium carbonate storage and transfer facility) and Flint Hills Resources (1496 Bylsby Avenue; a former bulk petroleum AST facility); and to the west by a portion of the former Pulliam Plant (natural gas generating unit, substation and coal yard/tractor shop building areas), with Bylsby Avenue and other industrial sites located beyond. Sites west of Bylsby Avenue include GLC Integrated Services (1465 Bylsby Avenue; offices, storage buildings, and trucking services associated with GLC Minerals) and the western portion of the Property (closed WPS landfill).

The western portion of the Property is bound to the north by a waterway (Green Bay); to the east by the eastern portion of the Property and the portion of the former Pulliam Plant (natural gas generating unit, substation and coal yard/tractor shop building areas) outside of the Property boundaries; to the south by Hurlbut Street, with industrial sites located beyond; and to the west by Peters Concrete (1516 Hurlbut Street; a concrete supplier) and a dredge material disposal site (Bayport Dredge Material Disposal Facility). Sites adjoining the western portion of the Property beyond Hurlbut Street to the south include GLC Integrated Services (1465 Bylsby Avenue; offices, storage buildings, and trucking services associated with GLC Minerals) and U.S. Oil (1031 & 1075 Hurlbut Street; a bulk chemical and petroleum AST facility).

3. User Provided Information

The ASTM Standard describes Phase I ESA tasks to be performed by the "user" that may help identify the possibility of RECs in connection with the Property. The tasks to be completed by the user include a review of title and judicial records for the Property and communication to the environmental professional (i.e., GEI) of specialized knowledge or experience, actual knowledge of any environmental lien or activity and use limitations, reasons for a significantly lower purchase price versus fair market value, and commonly known or reasonably ascertainable information within the local community associated with the Property.

A questionnaire was presented to the user (i.e., Client) to assist with completion of the tasks above. A discussion of information provided by the Client is presented below.

3.1 Title Records

Title and judicial records for the Property were not made available to GEI by the issuance date of this report, and as such, a review of such records for environmental liens or activity and use limitations was not completed as part of this Phase I ESA.

3.2 Environmental Liens or Activity and Use Limitations

Client did not identify known or suspected environmental liens or activity and land use limitations (AULs) associated with the Property.

3.3 Specialized Knowledge

Client has specialized knowledge and experience associated with the Property because WPS has operated the Pulliam Plant since it was originally constructed in the 1920s and is managing the ongoing decommissioning project. Information obtained from WPS and/or WEC is discussed throughout this report.

3.4 Commonly Known or Reasonably Ascertainable Information

Client did not indicate that they are aware of commonly known or reasonably ascertainable information within the local community associated with the Property.

3.5 Valuation Reduction for Environmental Issues

Client did not indicate that the market value of the Property is significantly lower due to known or perceived environmental issues.

3.6 Owner, Property Manager, and Occupant Information

The Property is currently owned by WPS, which is a wholly-owned subsidiary of WEC. Mr. Mark Mauer (Major Projects Manager – WPS), Mr. Mark Metcalf (Principal Environmental Consultant – WEC), and Mr. Joe McNamara (independent Decommissioning Site Supervisor), were identified as the key site representatives and interviewed as part of this Phase I ESA. Refer to Section 7.

3.7 Reason for Performing Phase I ESA

This Phase I ESA was conducted on behalf of the Client to identify potential environmental liabilities associated with the Property. Completion of a Phase I ESA in conformance with the ASTM Standard may satisfy one of the requirements for pursuit of an innocent landowner, contiguous property owner, or bona fide prospective purchaser defense to CERCLA liability.

3.8 Previous Reports and Other Information

Client indicated that they are not aware of any pending, threatened, or past litigation, proceedings, or notices of violation with respect to petroleum products or other hazardous substances associated with the Property.

Client provided a copy of the following report concerning the Property for review as part of this Phase I ESA:

- *NRT, Phase I Environmental Site Assessment, Pulliam Power Plant Property, 1530 North Bylsby Avenue, Green Bay, Wisconsin, July 1, 2016.*

A copy of the prior report (herein referred as the July 2016 Phase I ESA) is included in Appendix D. A brief summary of the scope and pertinent findings of the July 2016 Phase I ESA is provided below.

The July 2016 Phase I ESA was prepared by NRT for WEC and included all of the parcels (in their entirety) associated with the Pulliam Plant. Because the July 2016 Phase I ESA did not intend to make a distinction between the different Pulliam Plant areas east of Bylsby Avenue, it is not immediately evident when reading that report whether particular discussions and findings are associated with the portion of the Pulliam Plant considered to be the part of the "Property" in this current Phase I ESA or if they are associated with the portion considered to be outside of the "Property" boundaries (i.e., areas west of the former powerhouse, including the natural gas generating unit, substation, and coal yard/tractor shop building areas).

Historical use information for the Pulliam Plant parcels presented in the July 2016 Phase I ESA is generally consistent with historical use information obtained as part of this current

Phase I ESA. The western portion of the Property was characterized as a closed ash landfill with cover consisting of bottom ash and dredge material and the eastern portion of the Property was characterized as an area that was historically filled prior to initial industrial development in 1927 and then occupied by an electrical generating station from 1927 through 2016.

The July 2016 Phase I ESA identified several significant findings that were classified as either RECs, HRECs or Vapor Encroachment Conditions (VECs). A VEC is defined by ASTM to be "*the presence or likely presence of chemical of concern vapors in the subsurface of the target property caused by the release of vapors from contaminated soil and/or groundwater either on or near the target property."* Although the July 2016 Phase I ESA report does not indicate as such, VECs do not commonly translate into RECs because the presence of subsurface vapors has not been documented, and if identified, would typically not pose an environmental risk unless concentrations exceed screening levels and a complete exposure pathway is present (i.e., the vapors are near or beneath a building and could adversely impact indoor air quality). The findings of the July 2016 Phase I ESA and our associated opinions are summarized below.

<u>July 2016 Phase I ESA RECs</u>

- The on-site coal ash landfill. (*GEI agrees and considers the finding part of the Closed Landfill on the Western Portion of the Property REC identified in this current Phase I ESA report*.)
- The on-site maintenance garage and associated drains. (*GEI agrees and considers the finding part of the Adjoining Site – Former Pulliam Plant REC identified in this current Phase I ESA report*.)
- The on-site outfall channel. (*GEI agrees and considers the finding part of the Historical Use of the Eastern Portion of the Property REC identified in this current Phase I ESA report*.)
- The in-use 550-gallon waste oil UST at the site. (*This UST was recently cleaned and closed in-place beneath the coal yard/tractor shed building; however, a tank site assessment has not been completed and therefore, the environmental condition of the subsurface related to this UST and necessity for remedial action is unknown. Accordingly, GEI agrees and considers the finding part of the Adjoining Site – Former Pulliam Plant REC identified in this current Phase I ESA report*.)
- The on-site LUST case file (BRRTS Activity No. 03-05-097914). (*This finding is associated with a 10,000-gallon capacity fuel oil UST that was removed from the east side of the powerhouse in 1993. GEI does not agree and considers the closed LUST case to be a HREC. Although residual impacts above regulatory standards may be present, those exceedances were known by the WDNR at the time of case closure and in our opinion, would not be subject to enforcement action if similar data at the same sampling locations was generated and presented to the WDNR today.*)

- The off-site western adjacent 801 Hurlbut Street property. (*Due to an open regulatory case, GEI agrees and considers the finding part of the Adjoining Site – 801 Hurlbut Street REC identified in this current Phase I ESA report*.)
- The off-site western adjacent 1516 Atkinson Drive property. (*At the time of the 2016 Phase I ESA, an Environmental Repair Program [ERP] case associated with this site had not yet achieved regulatory closure. The ERP case has since been granted closure by the WDNR and available information does not suggest that the Property was known or suspected to have been impacted by the site at the time of case closure. Accordingly, GEI does not agree and does not consider it a REC, HREC, CREC or other significant finding in this current Phase I ESA.)*
- The absence of information regarding the origin and content of on-site and surrounding area historical fill material constitutes a REC. (*GEI agrees and considers the finding part of the Closed Landfill on the Western Portion of the Property, Historical Use of the Eastern Portion of the Property, and Adjoining Site – Former Pulliam Plant RECs identified in this current Phase I ESA report*.)

July 2016 Phase I ESA HRECs

- The on-site LUST case file BRRTS Activity No. 03-05-001646 is considered an HREC. (*This finding is associated with a 4,000-gallon fuel oil UST that was located near the southeastern portion of the powerhouse and was removed in September 1993. GEI agrees and considers this finding to be a HREC*."
- The on-site LUST case file (BRRTS Activity No. 03-05-151068) is considered an HREC. (*This finding is associated with a 20,000-gallon fuel oil UST that was located south of the powerhouse and was removed in September 1993. GEI agrees and considers this finding to be a HREC*."

July 2016 Phase I ESA VECs

- Fill used to level the site from its initial development in 1927 to the present. (*GEI considers the finding to be part of the Closed Landfill on the Western Portion of the Property, Historical Use of the Eastern Portion of the Property, and Adjoining Site – Former Pulliam Plant RECs identified in this current Phase I ESA*.)
- The historical and current use of petroleum products at the site. (*GEI considers the finding to be part of the Historical Use of the Eastern Portion of the Property and Adjoining Site – Former Pulliam Plant RECs identified in this current Phase I ESA*.)
- The off-site western adjacent 801 Hurlbut Street (BRRTS Activity No. 02-05-564094). (*GEI considers the finding to be part of the Adjoining Site – 801 Hurlbut Street REC identified in this current Phase I ESA report*.)
- The off-site western adjacent 1516 Atkinson Drive (BRRTS Activity No. 02-05-559054). (*Refer to the associated July 2016 Phase I ESA RECs above. Because an ERP case associated with this site achieved regulatory closure, we do not consider the potential for vapor migration onto the Property from this site to be a significant concern.*)

4. Records Review

The purpose of the records review is to obtain and review environmental records that will help identify RECs in connection with the Property, and historical use records that will help develop a history of the previous uses of the Property and surrounding area, in order to help identify the likelihood of past uses having led to RECs in connection with the Property. Per the ASTM Standard, the user and environmental professional are not obligated to obtain and review every possible record that might exist with respect to the Property; rather, only records that are publicly available, practically reviewable, and obtainable within reasonable time and cost constraints (i.e., reasonably ascertainable) are required to be reviewed.

4.1 Standard Environmental Record Sources

Environmental Data Resources, Inc. (EDR), a subcontract environmental records search firm, reviewed current federal and state environmental databases for references to the Property and other hazardous waste and potentially impaired sites within specified minimum search distances from the Property. The EDR Radius Map Report, included in Appendix E, identifies the database sources and distances searched by EDR, and provides a summary of environmental record listings for the Property and surrounding sites. The databases reviewed by EDR were most recently available as of October 14, 2020.

The Property is identified in multiple databases searched by EDR as part of this Phase I ESA, with the most notable being the SWF/LF (List of Licensed Landfills), Solid & Hazardous Waste Information Management System (SHWIMS), Wisconsin Spills (SPILLS), AST, UST, LUST, Bureau for Remediation and Redevelopment System (BRRTS), Resource Conservation and Recovery Act (RCRA) – Very Small Quantity Generator (VSQG), Waste Manifest (Manifest), and Asbestos databases.

The following is a summary of the number of sites (including the Property) identified in primary databases within the respective minimum search distances from the Property:

- Proposed National Priority List (NPL) – one site.
- Superfund Enterprise Management System (SEMS) list – one site.
- SEMS Archive list – one site.
- Corrective Action Report (CORRACTS) list – one site.
- RCRA – VSQG list – five sites.
- Federal Engineering Controls Sites list – one site.
- Federal Institutional Controls Sites list – one site.

- Emergency Response Notification System (ERNS) list – two sites.
- Wisconsin Environmental Repair Program (WI ERP) list – 12 sites.
- Solid and Hazardous Waste Information Management System (SHWIMS) list – 19 sites.
- AST list – eight sites.
- Leaking AST (LAST) list – nine sites.
- Closed Remediation Sites (CRS) list – one site.
- Activity and Use Limitations (AUL) list – 11 sites.
- Wisconsin Brownfields list – one site.
- Hazardous Materials Information Reporting System (HMIRS) – one site.
- SPILLS – two sites.

Sites listed in the EDR report were reviewed for applicable search radii, regulation status, distance, topography, and gradient with respect to the Property. Based on topography, nearby surface water features, and a review of online information available for the Property and nearby sites, groundwater flow direction near the Property is anticipated to be toward the Fox River and Green Bay (generally north and east on the west side of the river and north and west on the east side of the river). Sites identified by EDR within applicable search distances considered hydraulically downgradient or cross-gradient were generally considered unlikely to pose potential environmental conditions to the Property, unless they were identified as having a known release of petroleum products or hazardous substances (e.g., ERP, LUST), and the distance of the site from the Property or other factors were such that the release could be considered to have a reasonable potential to result in subsurface vapor migration onto the Property.

Database listings for the Property and immediately adjoining and upgradient sites considered to have a reasonable potential to pose potential environmental conditions to the Property are discussed below.

Property

The Property is identified in multiple databases searched by EDR as part of this Phase I ESA, with the most notable being the SWF/LF, SHWIMS, SPILLS, AST, UST, LUST, BRRTS, RCRA –VSQG, Manifest, and Asbestos databases. The listings are primarily associated with the 1530 Bylsby Avenue Address and identified as the Wisconsin Public Service – Pulliam Plant or JP Pulliam Plant; however, a few of the listings are also identified as Wis Public Service Corp – Fly Ash Site and Brandenburg Industrial Service Co (Brandenburg). Ongoing decommissioning activities occurring on the eastern portion of the Property are being completed by Brandenburg; therefore, it is assumed that the database listings associated with

Brandenburg are related to the removal and offsite disposal of hazardous building materials and other solid and liquid wastes generated prior to and during demolition activities.

The SWF/LF and one of the SHWIMS listings are associated with the closed landfill in the western portion of the Property. The databases identify the name of the site as the Wis Public Service Corp – Fly Ash Site, address as Lot 18 & 19, action name as Landfill > 500,000 Cu Yd, and facility status as closed. Additional information concerning these listings are presented in Sections 4.2 and 7.4. The eastern portion of the Property is also listed in the SHWIMS database, with those listings being associated with solid waste and hazardous waste generation (historically and more recently during decommissioning activities).

The EDR report identifies two prior spills associated with the Pulliam Plant: a spill in April 1993 involving a release of approximately 30 gallons of diesel resulting from an overturned tank (WDNR Activity No. 04-05-048336) and a spill in January 1996 involving a release of approximately 20 gallons of unknown petroleum resulting from a leaking crane (WDNR Activity No. 04-05-177634). Both spills are identified as being contained/recovered or having a contractor hired to cleanup the spill, and both regulatory cases are identified as being closed by the WDNR. GEI obtained additional information for these spills from the WDNR (refer to Section 4.2). Available information is insufficient to determine if the spills are associated with the Property or the portion of the former Pulliam Plant that is considered to be outside of the Property boundaries.

The EDR report indicates one AST associated with the Pulliam Plant is currently in use (a 500,000-gallon capacity fuel oil AST listed as being installed in 2003) and several others were previously installed and later closed/removed from the Property, including a 165,000-gallon capacity fuel oil AST. Based on the reconnaissance and information provided by Client, the in-use AST is present, and the 165,000-gallon capacity fuel oil AST was present on the portion of the former Pulliam Plant that is considered to be outside of the Property boundaries. Other ASTs identified as being previously closed/removed from the Pulliam Plant include:

- One 500-gallon capacity unleaded gasoline AST (installed in 1994),
- One 4,290-gallon capacity waste/used oil AST (installed in 1943),
- Eight 5,600-gallon capacity, poly/fiberglass chemical ASTs (installed in 1992),
- One 10,000-gallon capacity diesel AST (installed in 2005), and
- Two 1,948-gallon capacity waste/used oil ASTs (no install dates listed).

One of the BRRTS listings for the Pulliam Plant (WDNR Activity No. 09-05-292273) is associated with the 165,000-gallon capacity fuel oil AST whereby tank closure assessment information was provided to the WDNR in 1995, and the WDNR determined that no further investigation or remedial action was necessary. Additional information concerning these ASTs (e.g., closure date) was obtained from the online storage tank database maintained by

the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) (refer to Section 4.2).

The EDR report indicates one UST associated with the Pulliam Plant (550-gallon capacity waste/used oil UST installed in 1987) is temporarily out-of-service, and five USTs were previously installed and later closed/removed from the Property, including: a 1,000-gallon capacity unleaded gasoline UST, a 4,000-gallon capacity fuel oil UST, a 6,000-gallon capacity diesel UST, a 10,000-gallon capacity fuel oil UST, and a 20,000-gallon capacity fuel oil UST. Based on information provided by Client and obtained from other sources (WDNR and/or Fire Department records), the 550-gallon capacity waste/oil UST is installed beneath the coal yard/tractor shop building and the 6,000-gallon capacity diesel UST was closed/removed from near the coal train unloading area west of the coal yard/tractor shop building, which are on the portion of the former Pulliam Plant that is considered to be outside of the Property boundaries. One of the BRRTS listings for the Pulliam Plant (WDNR Activity No. 09-05-544089) is associated with the 6,000-gallon capacity diesel AST whereby tank closure assessment information was provided to the WDNR in 2005, and the WDNR determined that no further investigation or remedial action was necessary. Additional information concerning the USTs (e.g., closure/removal dates) was obtained from the online storage tank database maintained by the DATCP (refer to Section 4.2).

The LUST listings associated with the Pulliam Plant are related to the 4,000-gallon fuel oil UST (WDNR Activity No. 03-05-001646), the 10,000-gallon fuel oil UST (WDNR Activity No. 03-05-097914), and the 20,000-gallon fuel oil UST (WDNR Activity No. 03-05-151068). Based on available information, it does not appear that the 1,000-gallon gasoline UST is associated with a BRRTS (e.g., No Action Required [NAR]) or LUST listing, which suggests that tank site assessment information (if generated at the time of tank closure/removal) was not provided to the WDNR for their consideration. Additional information concerning the LUST listings was obtained from the online BRRTS database (refer to Section 4.2).

The EDR report indicates that the Pulliam Plant was characterized as a RCRA-VSQG of hazardous waste in a recent report issued to the WDNR in 2019; however characterization of the Property varied between a VSQG, a Small Quantity Generator (i.e., generator of between 100 kg and 1,000 kg of hazardous waste per month) and a Large Quantity Generator on waste reports issued to the WDNR between 1980 and 2018. Wastes identified as being previously generated (manifest listings) include ignitable waste [D001], corrosive waste [D002], chromium [D007], lead [D008], and benzene [D018]). The EDR report identifies several prior violations associated with waste generation at the Pulliam Plant; however, information suggests that a return to compliance was achieved within a reasonable period after the violations were identified.

The Asbestos listing for the Pulliam Plant is associated with several prior asbestos removal/abatement activities completed between 2008 and 2013, including removal of friable

surface materials and pipes. Based on interviews with WPS representatives, a Hazardous Building Material Inventory (HBMI) was completed prior to the start of the Pulliam Plant decommissioning project, and all identified hazardous materials (including those containing, asbestos, lead, polychlorinated biphenyls [PCBs], mercury, and radioactive isotopes) were either removed/disposed by WPS prior to decommissioning or have been/continue to be removed/disposed by the demolition contractor (Brandenburg) during demolition. The SHWIMS listing associated with Brandenburg at the Pulliam Plant site is associated with the transport of solid wastes and recyclable materials from the Property during decommissioning.

Adjoining Sites

Adjoining sites to the west (1516 Atkinson Drive – Peters Concrete) and south (1031 Hurlbut Street – US Oil; 1465 Bylsby Avenue – Winfield Solutions & Cenex/Land-o-Lakes) of the western portion of the Property and to the south (1496 Bylsby Avenue – Flint Hills Resource & Koch Materials; 1450 Bylsby Avenue – GLC Minerals) and west (1465 Bylsby Avenue – Winfield Solutions & Cenex/Land-o-Lakes; 1445 Bylsby Avenue – Equilon Enterprises) of the eastern portion of the Property were identified in databases searched by EDR. A summary of notable listings for those adjoining sites are provided below.

1516 Atkinson Drive

The 1516 Atkinson Drive site is listed in multiple databases, with the AST, Spills, WI ERP, CRS, and AUL databases being most notable. The EDR report indicates that a 10,000-gallon capacity diesel AST is currently in use on the site. The EDR report indicates a release of approximately 10 gallons of hydraulic oil and 10 gallons of transmission fluid occurred on the site in 2013; however, after completion of remedial actions (absorbent application and an excavation) the WDNR promptly closed the Spills case. The ERP, CRS, and AUL listings are associated with a regulatory case (WDNR Activity No. 02-05-559054) that was opened in 2012 to address volatile organic compound (VOC) and polynuclear aromatic hydrocarbon (PAH) impacts to soil and groundwater discovered during a site assessment. The WDNR later closed the case in 2016 with continuing obligations (site use must remain industrial and a requirement to maintain a cap/cover over residual contamination). Information in the EDR report and obtained from BRRTS (refer to Appendix G) does not suggest that the Property was known or suspected to have been impacted by the site at the time of case closure.

1031 Hurlbut Street

The 1031 Hurlbut Street site is listed in multiple databases, with the UST, AST, Spills, LAST, WI ERP, CRS, and AUL databases being most notable. The EDR report indicates a 550-gallon capacity UST (contents not listed) was previously closed/removed from the site. The EDR report identifies multiple in-use ASTs associated with the site with capacities ranging between 1,000 and 3,159,240 gallons and contents noted as being unleaded gasoline, fuel oil, kerosene,

chemical, or "other." Based on information obtained from the DATCP storage tank database, ASTs were installed at this site as early as the 1960s. The EDR report indicates two spills were previously reported to the WDNR, one involving a release of approximately 124,000 gallons of gasoline in January 1990 and one involving a release of approximately 26,000 gallons of gasoline in January 1994. The spills cases were closed in January 1990 and November 2001, respectively. The LAST, ERP, CRS, and AUL listings appear to be related to the January 1990 and 1994 releases of gasoline because the case (WDNR Activity Nos. 02-05-000283 and 02-05-000670, respectively) opening and/or closure dates coincide with the spills cases. Both LAST/ERP cases were closed with continuing obligations (requirement to main caps/covers over residual contamination). Information in the EDR report and obtained from BRRTS (refer to Appendix G) does not suggest that the Property was known or suspected to have been impacted by the site at the time of case closures.

1465 Bylsby Avenue

The 1465 Bylsby Avenue site is listed in multiple databases, with the UST, Spills, ERP, LUST, CRS, and AUL databases being most notable. The EDR report indicates that a 1,000-gallon capacity diesel UST and a 500-gallon capacity unleaded gasoline UST was previously closed/removed from the site. The EDR report indicates a release of approximately 4,000 pounds of a food product occurred on the site in 1989; however, after the product was contained/recovered, the WDNR promptly closed the Spills case. The ERP, CRS, and AUL listings are associated with a regulatory case (WDNR Activity No. 02-05-556894) that was opened in 2005 to address fertilizer, pesticide, herbicide, and insecticide impacts to soil and groundwater discovered during a site assessment. The WDNR later closed the case in 2016 with continuing obligations (listed on the WDNR's registry of sites closed with residual soil and groundwater contamination). The EDR report indicates that a LUST case (WDNR Activity No. 03-05-001062) was opened for the site in 1991 (which corresponds to UST removal dates for the USTs based on a review of the DATCP storage tank database) and later closed by the WDNR in 1998 with a groundwater quality standard exemption but not a continuing obligation. Information in the EDR report and obtained from BRRTS (refer to Appendix G) does not suggest that the Property was known or suspected to have been impacted by the site at the time of case closures.

1496 Bylsby Avenue

The 1496 Bylsby Avenue site is listed in multiple databases, with the UST, AST, Spills, LAST, ERP, CRS, AUL, and BRRTS databases being most notable. The EDR report indicates that a 2,000-gallon capacity fuel oil UST was previously closed/removed from the site. The BRRTS listing associated with this site suggests that tank site assessment information was provided to the WDNR at the time of tank removal in 1992, and the WDNR determined that no further investigation or remedial action was necessary. The EDR report indicates 24 ASTs ranging in size between 2,000 and 2.9 Million gallons and containing fuel oil, diesel, chemicals, and

"other" were previously closed and removed from the site. Based on information obtained from the DATCP storage tank database, ASTs were installed at this site as early as the 1960s. The EDR report indicates two spills of hot asphalt and two spills of petroleum (150 gallons of unknown petroleum in 1996 and unknown quantity of diesel in 1990) were previously reported to the WDNR. Following product recover and cleanup activities, the spills cases were promptly closed by the WDNR. The LAST, ERP, CRS, and AUL listings appear to be related to a regulatory case (WDNR Activity No. 02-05-285528) opened in 2001 to address unknown petroleum impacts discovered during demolition of concrete labs on the site. The LAST/ERP case was closed in 2003 and has continuing obligations (listed on the WDNR's registry of sites closed with residual soil contamination). Another regulatory case associated with this site (WDNR Activity No. 02-05-285528) was opened in 1990 to address unknown petroleum impacts and was later closed by the WDNR in 1999 without activity or use restrictions. Information in the EDR report and obtained from BRRTS (refer to Appendix G) does not suggest that the Property was known or suspected to have been impacted by the site at the time of case closure.

1450 Bylsby Avenue

The 1450 Bylsby Avenue site is listed in multiple databases, with the ERP database being most notable. The EDR report indicates that an ERP case (WDNR Activity No. 02-05-364239) was opened in 2002 to address unknown petroleum impacts to soil and groundwater discovered during a site assessment. The ERP case was later granted an unrestricted closure by the WDNR in 2004, and information in the EDR report and obtained from BRRTS (refer to Appendix G) does not suggest that the Property was known or suspected to have been impacted by the site at the time of case closure.

1445 Bylsby Avenue

The 1445 Bylsby Avenue site is listed in multiple databases, with the AST, ERP, CRS, and AUL databases being most notable. The EDR report indicates that two 230,000-gallon capacity ASTs (unleaded gasoline and diesel) are temporarily out of service and three 230,000-gallon capacity ASTs (one unleaded gasoline and two chemical) were previously closed and cleaned on the site. The LAST, ERP, CRS, and AUL listings appear to be related to two regulatory cases (WDNR Activity Nos. 02-05-000499 and 02-05-000635) opened in 1993 (to address soil and groundwater impacts) and 1995 (to address unknown petroleum impacts to soil, groundwater, and offsite), respectively. The regulatory cases were later closed by the WDNR in 1995 and 2008, respectively, with continuing obligations (requirement for a cap/cover over residual contamination) being required for the 2008 closure. Information in the EDR report and obtained from BRRTS (refer to Appendix G) indicates that impacts from the 1445 Bylsby Avenue site migrated onto an adjacent site (1400 Bylsby Avenue); however, it does not suggest that the Property was known or suspected to have been impacted by the site at the time of case closure.

Other Mapped Sites

Based on the nature of the environmental records, the inferred hydrological gradient and/or subsurface soils, distances from the Property, and/or status of the environmental records with the relevant regulatory authority, it is our opinion that database listings for other mapped sites are unlikely to pose environmental risks to the Property, except for the following:

- Bylsby/Hurlbut (Spills; WDNR Activity No. 04-05-368661)

Based on information obtained from the WDNR and Green Bay Fire Department, a significant release of gasoline occurred at the Bylsby/Hurlbut intersection in April 2001 due to a traffic accident involving a tanker truck and passenger truck. Information suggests that 8,800 gallons of product were released onto Bylsby Avenue, Hurlbut Street, and surrounding land. The tanker truck ruptured and both the tanker truck and passenger truck reportedly caught fire due to the accident. The Fire Department responded and according to Captain Joe Gabe, needed to use significant amounts of water and fire-fighting foam to control and extinguish the fire. WDNR records suggest that the fire burned a majority of the spill and what remained was recovered using a vacuum truck and an excavation. The status of the spills case was subsequently changed from open to closed in November 2003. Although the spills case is closed, available information indicates that known petroleum impacts within ROW areas along the east side of Bylsby Avenue and in the northwest quadrant of the Bylsby Avenue/Hurlbut Street remained at the time of spills case closure. Information does not suggest that samples were collected on the Property; therefore, it is unknown whether residual petroleum impacts remain in the eastern and/or western portions of the Property. Furthermore, because fire-fighting foam was used to extinguish the fire, and the fire occurred before the regulating community was aware of emerging contaminants, there is a potential for residual emerging contaminants such as Per- and polyfluoroalkyl substances (PFAS) to remain in the ROW and on the eastern and/or western portions of the Property from the fire-fighting activities associated with the petroleum release.

Unmapped Properties

The EDR report identified two “orphan” database listings, which are environmental records associated with a site that has incomplete or erroneous address information. Both listings are identified as being Open Dump Inventory (ODI) sites and associated with WPS (presumably the closed landfill on the western portion of the Property).

4.2 Additional Environmental Record Sources

GEI attempted to review local records and/or additional state records to supplement standard environmental record sources reviewed in Section 4.1. Local records and/or additional state records were reviewed if they were considered reasonably ascertainable and sufficiently

useful, accurate, and complete based on previous experience with the record sources. Local records and/or additional state records for surrounding sites were not reviewed unless otherwise indicated, as they were considered not to be obtainable within reasonable time and cost constraints (i.e., not reasonably ascertainable).

4.2.1 Green Bay Fire Department

GEI contacted the Green Bay Fire Department, to obtain reasonably ascertainable information concerning the Property. Fire Chief Joe Gabe was interviewed, and he provided available Fire Department records for the Property as part of this Phase I ESA. During the interview, Fire Chief Gabe indicated he recalls a few minor coal and coal dust fires associated with the powerhouse and coal storage areas on the eastern portion of the Property but otherwise, except for what is identified in the records provided, he does not have any personal knowledge of any tanks on the Property or significant spills or fire department responses to the Property. Fire Chief Gabe also indicated that he is not aware of any existing code violations associated with the Property. Fire Chief Gabe indicated that he recalls reviewing old records in the past which suggest a few significant releases (up to a million gallons) have previously occurred at the bulk AST facility to the south of the western portion of the Property, but he is not aware if any of those releases have impacted the Property.

Fire Chief Gabe also indicated that he is aware of a significant traffic accident between a passenger truck and tanker truck at the intersection of Bylsby Avenue and Hurlbut Street in the early 2000s that resulted in a few deaths and release of several thousands of gallons of gasoline. Fire Chief Gabe indicated that he is aware of a significant amount of fire-fighting foam and water being required to eventually extinguish the fire.

Records provided by the Fire Department are included in Appendix F. A summary of notable records and information obtained from those records is provided below.

- A Fire Department application dated 1969 for the installation of a 2,000-gallon diesel UST. An attached sketch with stamped approval dated November 1969 from the Fire Department illustrates an existing tank and the proposed location of the 2,000-gallon UST to the south of the crusher house and east of an overhead coal conveyor (east of the powerhouse building).

- Plans dated 1971, an April 1971 approval letter from the State of Wisconsin Department of Industry, Labor and Human Relations (DILHR), and a May 1971 letter from the Fire Department concerning the installation of a fuel oil AST within a diked area to the west-northwest of the substation area (not on the Property). Although the one of the letters identifies the tank as 150,000 gallons, registration information obtained from DATCP and BRRTS information relating to the removal of the AST in 1995 suggest that it was a 165,000-gallon capacity AST. The plans show underground fuel lines running from the AST to the northeast behind a warehouse and then east and southeast into the northern section of the powerhouse building

(portions considered to be on the Property). The plans also show a tank fill line running southeast from the tank to truck unloading pipe near a railroad siding; however, they do not indicate if the piping was aboveground or underground.

- A site plan dated May 1973 with stamped approval dated October 1974 from the Fire Department, a Fire Department application dated August 1973, and an April 1973 approval letter from DILHR for the installation of a 20,000-gallon fuel oil UST. The site plan shows the location of the AST along the south side (near the southeast corner) of the powerhouse building.

- A site plan dated April 1974 with stamped approval dated October 1974 from the Fire Department, an April 1974 DILHR application, and an April 1974 letter from WPS to the Fire Department associated with the installation of a 4,000-gallon diesel UST to the south of a crusher house and east of a coal conveyor (located east of the powerhouse building). The WPS letter indicates that the UST will replace two existing steel tanks (2,000-gallon and 1,000-gallon) that were planned to be removed.

- A Fire Department application dated November 1984 and a November 1984 DILHR application for the installation of a 1,000-gallon gasoline UST. An attached sketch shows the location of the AST along the west side (near the southwest corner) of the new warehouse.

- A January 1985 Fire Department approval, a December 1985 DILHR application, and a December 1985 approval letter from DILHR for installation of a 20,000-gallon fuel oil UST at the Pulliam Plant. An attached sketch shows the location of the AST along the south side (near the southeast corner) of the powerhouse building. (Note: this UST is shown in same location as the 20,000-gallon UST planned for installation in 1973. There is only one 20,000-gallon UST registered for the Pulliam Plant.)

- A Fire Department application dated November 1985, an undated DILHR application, and a November 1985 approval letter from DILHR for the installation of a 10,000-gallon diesel fuel UST. An attached sketch shows the location of the AST along the east side (near the northeast corner) of the powerhouse building.

- A Fire Department application dated November 1986 and a November 1986 DILHR application for the installation of a 6,000-gallon diesel UST. An attached sketch shows the location of the AST to the west of a coal car train unloading area (west of the coal yard/tractor shop building (not on the Property).

- A May 1990 letter from WPS to the Fire Department identifying six fuel tanks (1 AST and 5 USTs) being present at the Pulliam Plant: 165,000-gallon #2 fuel oil AST, 6,000-gallon #1 fuel oil UST, 20,000-gallon #2 fuel oil UST, 4,000-gallon #2 fuel oil UST, 10,000-gallon #2 fuel oil UST, and a 1,000-gallon gasoline UST).

- Undated partial site plan illustrating the southern section of the eastern portion of the Pulliam Plant. The plan shows the proposed location of a 10,000-gallon capacity AST (approximately 75 feet west of the coal yard/tractor shop building [not on the

Property]) and the location of a UST to be removed from an area west of the coal car train unloading area (approximately 200 feet west of the proposed AST location [not on the Property]). The UST is identified as being +/- 8,000 gallons on the plan, but is located in the area where a 6,000-gallon capacity diesel AST was closed and removed in 2005. (Note: the 10,000-gallon AST was installed in 2005 per DATCP records). The plan also shows the proposed location of an aboveground fuel supply line running from the new AST location to a hose station approximately 520 feet to the east of the AST. The hose station and a portion of the fuel piping is depicted in an area that is considered part of the Property.

4.2.2 WDNR

GEI reviewed the online WDNR Bureau of Remediation and Redevelopment Tracking System (BRRTS) database, R&R Sites Map (i.e., GIS Registry), and Solid and Hazardous Waste Information Management System (SHWIMS) database for ascertainable records concerning the Property and nearby sites. GEI also interviewed representatives of the WDNR (refer to Section 7) to discuss and request records associated with the Property. As of the issuance date of this report, records requested from WDNR – Waste and Materials Management for the closed landfill on the Property have not yet been received; therefore, information from the WDNR relating to the closed landfill discussed in this report was obtained through interviews with WDNR representatives.

Information in the BRRTS and SHWIMS databases and on the R&R Sites Map for the Property and nearby sites was generally consistent with information presented in the EDR report. However, a review of the SHWIMS database revealed a listing for the Bay Port Dredge Material Disposal (Bay Port) Facility that was not included in the EDR report; a site that adjoins the western portion of the Property to the west. Additionally, review of BRRTS and the R&R Sites Map revealed another listing for the western portion of the Property and a listing for Hurlbut Property LLC (801 Hurlbut Street), a site in the southwest quadrant of the Bylsby Avenue/Hurlbut Street intersection, and which was not listed in the EDR report. Some online records obtained from the BRRTS and SHWIMS databases and R&R Sites Map are included in Appendix F. A summary of notable records reviewed for the Property and for the Bay Port Facility is provided below.

<u>Pulliam Plant</u>

Online records available for the Pulliam Plant included information related to the following regulatory cases:

- Closed Spill – WDNR Activity No. 04-05-177634
- Closed Spill – WDNR Activity No. 04-05-048336
- Closed Spill – WDNR Activity No. 04-05-205548 (*not included in EDR report*)
- NAR – WDNR Activity No. 09-05-292273

- Closed LUST – WDNR Activity No. 03-05-001646
- Closed LUST – WDNR Activity No. 03-05-151068
- Closed LUST – WDNR Activity No. 03-05-097914

Records associated with WDNR Activity No. 04-05-177634 suggest that a release of approximately 20 gallons of lubricating oil was discovered when a rental crane was being moved at the Pulliam Plant. The exact location of the spill was not discernable based on the records. A letter from WPS to the WDNR indicates the spill was contained on snowpack covering the ground surfaces and a spill response contractor hired by the crane rental company removed the oil-stained snow and transported it offsite for treatment/disposal. The WDNR subsequently closed the spills case

Records associated with WDNR Activity No. 04-05-048336 suggest that a release of approximately 20 - 30 gallons of diesel occurred on Parcel No. 6-11 (northern parcel on the east side of Bylsby Avenue) when a 300-gallon tank was overturned by strong winds. The records suggests that 95% of the spilled product was recovered by a spill response contractor by using absorbent pads and by collecting three 55-gallon drums of fuel oil and water from the ground around the tank. The spills case was later closed by the WDNR.

The BRRTS listing associated with WDNR Activity No. 04-05-205548 indicates that a release of approximately 10 gallons of mineral oil occurred on the western portion of the Property ("Fly Ash Rd, 100 Yds W of Bylsby Ave") when a hydraulic line ruptured on a front end loader. The listing suggests that no action was taken, but the WDNR did not require assessment or remedial action and closed the spills case three days after the release occurred.

WDNR Activity No. 09-05-292273 is associated with the closure and removal of a 165,000-gallon fuel oil AST on the portion of the Pulliam Plant that is beyond the Property boundaries. The report indicates that AST was cleaned and removed in 1995 and the associated underground piping was closed in place using a flowable fill (grout). Based on information obtained from the Fire Department, a portion of the supply/return piping from the AST to the powerhouse building was on the Property. Records suggest that soil samples were collected near the AST and along a trench running between the AST and the tank fill location, but were not collected along the supply/return piping running between the AST and the powerhouse building. Based on assessment information available at that time, which identified concentrations of petroleum hydrocarbons in soil below screening levels, the WDNR provided a NAR determination for the AST.

WDNR Activity No. 03-05-001646 is associated with the closure and removal of a 4,000-gallon fuel oil UST in 1993 from an area east of the powerhouse building, near a crusher house and conveyor on the Property. Soil samples collected at the time of removal were analyzed for petroleum analytes. Soil analytical results identified low-level PAH impacts to soil that were

identified as potentially being associated with coal dust rather than a petroleum release. Because soil impacts above regulatory standards were not identified, groundwater samples were not collected. The WDNR later closed the LUST case in 1996.

WDNR Activity No. 03-05-151068 is associated with the closure and removal of a 20,000-gallon fuel oil UST in 1993 from an area south (near the southeast corner) of the powerhouse building. The site investigation of this area included the collection of soil samples from six borings and multiple rounds of groundwater monitoring in one well installed within the tank bed area. Soil samples were analyzed for petroleum analytes. Soil analytical results identified petroleum impacts to soil. Groundwater analytical results identified petroleum analytes at concentrations below regulatory standards during the first round of sampling and no detections during the second round of sampling. The WDNR later closed the LUST case in 1998.

WDNR Activity No. 03-05-097914 is associated with the closure and removal of a 10,000-gallon fuel oil UST in 1993 from an area east (near the northeast corner) of the powerhouse building. The site investigation of this area included the collection of soil samples from 10 soil borings and groundwater samples from four monitoring wells. Soil analytical results identified petroleum impacts to soil. Two rounds of groundwater samples were collected from the monitoring wells and analyzed for VOCs and PAHs. Benzo(a)pyrene was detected at concentrations exceeding the NR 140 Enforcement Standard (ES) during the first round, but was not detected during the second round of sampling. Benzene and naphthalene were detected at a groundwater monitoring well installed in the former tank bed at concentrations exceeding the NR 140 Preventive Action Limits (PALs) during both sampling events. A third round of sampling did not reveal concentrations of any analytes above regulatory standards. The WDNR later closed the LUST case in 1998.

Bay Port Dredge Material Disposal Facility

Online records available for the Bay Port facility included information related to a late 1980s to early 1990s mass balance study conducted in Green Bay to estimate lead, cadmium and PCB loadings to the Lower Fox River and Lower Green Bay. The closed landfill on the Property was one of four waste disposal areas that was highlighted in the study, and available information suggests that the landfill was licensed by the WDNR between 1971 and 1982 and closed in the mid-1980s; a two-inch layer of bottom ash was placed over compacted fly ash to control dust; and between four and six inches of dredge material or clay were placed over the bottom ash as a cap/cover.

Information in the study suggests that soil, groundwater, and sediment samples were collected from the Bay Port site and surrounding areas, including on and along the Property (both the western [landfill] and the eastern portions). Soil sample data included in the study suggests that low-level concentrations of lead and PCBs were detected in shallow samples collected

from the Bay Port site and on the Property, including up to 2.28 milligrams per kilogram (mg/kg) on the Bay Port site, 1.19 mg/kg on the western (landfill) portion of the Property, and 0.082 mg/kg on the eastern portion of the Property. Groundwater sample data included in the study also suggests that low-level concentrations of metals (primarily cadmium) and PCBs were detected in samples collected from wells installed at the Bay Port site and on the western portion of the Property, with concentrations of PCBs in groundwater reported at 3.2 nanograms per liter (ng/L). Comparatively, groundwater quality standards for total PCBs are established at 30 ng/L (NR140 Enforcement Standard) and 3 ng/L (NR140 Preventative Action Limit).

801 Hurlbut Street

A regulatory case associated with this site (WDNR Activity No. 02-05-564094), which adjoins the western portion of the Property to the south and eastern portion of the Property to the west, was opened in 2015 to address soil and groundwater impacts identified during completion of a Phase II ESA. Available information suggests that this site was historically used as a fertilizer warehouse and pattern shop/machine shop, and impacts previously detected above Wisconsin regulatory standards on the site have included petroleum and chlorinated hydrocarbons and metals (arsenic and lead) in soil and arsenic in groundwater. A request for case closure was recently denied in October 2020; therefore, the regulatory case remains open, which suggests that the degree and extent of impacts on the site and possible impacts to offsite properties (through migration in soil, groundwater and soil vapor) has not yet been fully defined.

4.2.3 Wisconsin DATCP

GEI reviewed the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) online storage tank database for reasonably ascertainable records concerning the Pulliam Plant. Information in the DATCP database was generally consistent with information presented in the EDR report. A summary of listed tanks is provided below.

No.	Type	ID	Size (Gal)	Contents	Install Date	Status & Date
1	AST	548	5600	Chemical	08/1992	Closed/Cleaned; 08/2010
2	AST	549	5600	Chemical	08/1992	Closed/Cleaned; 08/2010
3	AST	3729	1948	Waste/Used Oil	Not listed	Closed/Removed; 10/2010
4	AST	3730	1948	Waste/Used Oil	Not listed	Closed/Removed; 10/2010
5	AST	4157	5600	Chemical	08/1992	Closed/Removed; 03/2012
6	AST	6058	165000	Fuel Oil	Not listed	Closed/Removed; 10/1995
7	AST	14049	500	Unleaded Gas	06/1994	Closed/Removed; 05/2019

No.	Type	ID	Size (Gal)	Contents	Install Date	Status & Date
8	AST	22865	4290	Waste/Used Oil	01/1943	Closed/Removed; 01/2020
9	AST	23340	5600	Chemical	08/1992	Closed/Cleaned; 11/2018
10	AST	23341	5600	Chemical	08/1992	Closed/Cleaned; 11/2018
11	AST	23342	5600	Chemical	08/1992	Closed/Removed; 11/2018
12	AST	23343	5600	Chemical	08/1992	Closed/Cleaned; 11/2018
13	AST	23344	5600	Chemical	08/1992	Closed/Cleaned; 11/2018
14	AST	25170	10000	Diesel	09/2005	Closed/Removed; 05/2019
15	AST	28254	500000	Fuel Oil	02/2003	In use
16	UST	51109	1000	Unleaded Gas	Not listed	Closed/Removed; 06/1994
17	UST	55226	4000	Fuel Oil	Not listed	Closed/Removed; 08/1993
18	UST	56929	6000	Diesel	01/1986	Closed/Removed; 08/2005
19	UST	60544	10000	Fuel Oil	Not listed	Closed/Removed; 08/1993
20	UST	63598	20000	Fuel Oil	Not listed	Closed/Removed; 08/1993
21	UST	93911	550	Waste/Used Oil	10/1987	Out-of -Service; 11/2018

Based on other information obtained during this Phase I ESA, four of the “chemical” tanks above are associated with the sodium hypochlorite and sodium bisulfite tanks that were recently cleaned/closed (i.e., decommissioned on the Property). The former contents and specific locations of the other four “chemical” tanks is unknown.

Based on other information obtained during this Phase I ESA, tanks 6, 14, 15, 18, and 21 are associated with the portion of the Pulliam Plant that is beyond the boundaries of the Property, and tanks 16, 17, 19, and 20 are associated with the Property. The specific locations of the other tanks was unable to be confirmed during this Phase I ESA. It should be noted that no records associated with the removal of tank 16 were uncovered during this Phase I ESA.

Although not identified in the DATCP storage tank database, Fire Department records (refer to Section 4.2.1) suggest that a 1,000-gallon capacity diesel/fuel oil UST was installed to the east of the powerhouse building prior to 1969 and a 2,000-gallon diesel/fuel oil UST was installed near the same 1,000-gallon UST location in 1969. Other records suggest that these USTs were planned to be removed (no documentation of such was uncovered during this

Phase I ESA) prior to the installation of tank 17, which was to be installed in the same general location to the east of the powerhouse building.

4.3 Physical Setting Sources

Published physical setting sources and previous reports prepared for the Property were reviewed to obtain topographic, soil, and groundwater depth and flow direction information for the Property and vicinity, in order to further assess the potential for petroleum products or other hazardous substances to migrate to, from, or within the Property.

The Department of the Interior United States Geological Survey (USGS) publication Water Resources of Wisconsin, Fox-Wolf River Basin, Hydrological Investigations Atlas HA-321, 1968, indicates that the Property is located within an area of glacial lake deposits (mainly silt and clay) that overlies Platteville Formation, Decorah Formation, and Galena dolomite bedrock. The thickness of the glacial lake deposits is variable and anticipated to be approximately 100 feet.

The U.S. Department of Agriculture, Natural Resource Conservation Service (NRCS) Web Soil Survey indicates that the primary soil series mapped at the Property location is Fill land; however, the shoreline area on the western portion of the Property is identified as marsh.

Regional groundwater flow direction is generally toward the Fox River and Green Bay (Water Resources of Wisconsin, Fox-Wolf River Basin, Hydrologic Investigations Atlas HA-321, 1968), which adjoins the Property to the north and east. Based on topography and nearby surface water features, local groundwater flow direction near the Property is also anticipated to be toward the Fox River or Green Bay; however, underground utilities and other natural and manmade features may influence local groundwater flow. Determination of existing groundwater conditions at the Property, including depth and flow direction, would require installation and assessment of groundwater monitoring wells.

A 7.5-minute topographic map of the Green Bay West, Wisconsin quadrangle (dated 2020) shows the area topography and surface water features in and around the Property. The topographic map shows the Property as being in an area of low relief with an approximate elevation between +580 and +585 feet above mean sea level. Overall topography in the area is shown to generally slope toward the Fox River and Green Bay.

4.4 Historical Use Information

The objective of consulting historical sources is to develop a history of the previous uses of the Property and surrounding area, in order to help identify the likelihood of past uses having led to RECs in connection with the Property.

4.4.1 Sanborn Fire Insurance Maps

GEI requested reasonably ascertainable Sanborn Fire Insurance (Sanborn) maps from EDR. The EDR Certified Sanborn Map Report, included in Appendix G, indicates that Sanborn maps dated 1936, 1950, and 1970 are available for the Property location. Information obtained from a review of the maps is provided below.

Photo Year	Property and Adjoining Site Use/Features
1936	**Property:** The eastern portion is identified as the WPS Bayside Electric Plant and depicted as being occupied by one primary powerhouse building (labelled as having a turbine room and switch bays) that was constructed in 1926. Two separate transformer yards are shown to the west-southwest and a tool shed is shown to the south of the powerhouse. A rail spur is shown to enter the Property from the south-southwest and enter the turbine room. A scale house is shown along the rail spur to the east of the powerhouse. A head race off Green Bay is shown to the north and a tail race (presumably off the Fox River) is shown to the east of the powerhouse. **Adjoining Sites:** not depicted
1950	**Property:** The powerhouse is shown to include several building additions to the south, identified as being constructed from north to south in 1946, 1948, and 1950. A tractor and equipment warehouse is shown to the north and multiple transformers are shown to the west of the powerhouse. The prior rail spur is no longer present but a new west-east trending spur is shown to enter the northern portion of the powerhouse from the west and continue east beyond the powerhouse. **Adjoining Sites:** not depicted
1970	**Property:** The Property is depicted similarly to the 1950 map; however, the tractor and equipment warehouse to the north of the powerhouse is no longer present and a new machinery storage building is shown to the east of the powerhouse. Overhead and underground conveyors and a crusher house are shown along the east side of the powerhouse and an underground flume is shown to extend from the southeast corner of the powerhouse beneath the overhead conveyor and to the Fox River. **Adjoining Sites:** The 1465 Bylsby Ave site is shown to be occupied by a Super-Phosphate Plant, a Fertilizer Plant, a Fertilizer Warehouse and Sulfuric Acid tanks. The 1445 Bylsby Avenue site is identified as the Clark Oil Co Gasoline Tank Farm and noted (but not illustrated) as including "4-55,000 BBL Gaso'l Tk's Beyond Protected by Smothering System." The southern portion of the 1496 Bylsby Ave site is shown to be occupied by a Calcium Chemical Plant and a Concrete and Tile Factory in the western section; and a tank farm in the western section, with multiple oil and fuel oil ASTs with capacities between 25,000 gallons and 45,000 BBL (~1.9 Million gallons).

4.4.2 Aerial Photographs

GEI reviewed reasonably ascertainable historical aerial photographs dated between 1938 and 2020 obtained from the Brown County online mapping system (BrownDog). Copies of the aerial photographs are included in Appendix G. Information obtained from a review of the aerial photographs is provided below.

Map Year	Property Use/Features	Adjoining Site Uses/Features
1938	The eastern portion of the Property appears developed similarly to that depicted on the 1936 Sanborn map but a coal storage area is shown in the southern portion of the area The western portion of the Property appears to include some development (likely residential cottages based on the next photo [1960] in the far northeast corner. Hurlbut Street is not present.	The portion of the Pulliam Plant beyond the Property boundaries appears developed with multiple transformers (substation) and a small building off the southeast corner of the substation area. An area of standing water (e.g., ponds) is in the northern portion of the area. Other sites appear to be undeveloped lowland or wetland.
1960	The powerhouse building appears to have been expanded to the south and overhead conveyors are present along the east side. A small building is present off the southeast corner of the powerhouse amongst an expanded coal storage area. Multiple small structures (presumed cottages) are visible in the northeast corner of the western portion of the Property.	The portion of the Pulliam Plant beyond the Property boundaries generally appears similar to 1936; however, the area of standing water is no longer present. The sites to the south and west of the eastern portion of the Property appear similar to that depicted on the 1970 Sanborn map (including tank farm to south and fertilizer plant to the west). Additional tank farms are shown to the south and southwest. Other areas west and south of the western portion of the Property remain undeveloped lowland.
1978	Additional buildings are shown to the east of the powerhouse. The buildings in the northeast corner of the western portion of the Property are no longer present. The ground surfaces on the western portion of the Property appear disturbed, suggestive of the known use of that area as a CCP landfill, and a small building is present in the area. Hurlbut Street is present.	The portion of the Pulliam Plant beyond the Property boundaries generally appears similar to 1960; however, a large AST (presumably the former 165,000-gallon fuel oil tank) is present to the northwest of the substation area. The sites to the south and west of the eastern portion of the Property generally appear similar to 1960. Other areas west and south of the western portion of the Property remain undeveloped lowland except for a tank farm to the south across Hurlbut Street.

Map Year	Property Use/Features	Adjoining Site Uses/Features
1992	One of the buildings to the east of the powerhouse has been expanded into a "U" shape (area where a 1,000-gallon gasoline UST was apparently installed in ~1984. Additional overhead coal conveyors are shown to the south of the powerhouse and the coal storage area has been expanded. The western portion of the Property appears to be undeveloped and largely vegetated, suggesting that the use of that area for ash disposal had ceased.	The portion of the Pulliam Plant beyond the Property boundaries generally appears similar to 1978; however, an apparent ash storage area is located in the northern portion of the parcel and the coal yard/tractor building and train car unloading area is present in the southern portion of the parcel. The sites to the south and west of the eastern portion of the Property generally appear similar to 1978. Other areas west and south of the western portion of the Property generally appear similar to 1978; however, a site to the west (Peters Concrete) includes disturbed ground surfaces and a building.
2000 to 2020	The uses of the eastern and western portions of the Property generally appear consistent with 1992; however, the former temporary ash storage facility is present in the western portion of the Property. Evidence of the decommissioning of buildings and other structures associated with the Pulliam Plant are evident in 2020.	The portion of the Pulliam Plant beyond the Property boundaries generally appears similar to 1992; however, the ash storage area is no longer present. Additionally, the former large AST to the northwest of the substation is no longer present by 2000, and by 2005, the existing 500,000-gallon AST is evident to the north of the substation. The uses of the sites to the south and west of the eastern portion of the Property generally appear similar to 1992. Other areas west and south of the western portion of the Property generally appear similar to 1992; however, the Bay Port Dredge Material Disposal Facility is evident to the west.

4.4.3 Topographic Maps

GEI reviewed reasonably ascertainable historical topographic maps dated 1954, 1971, and 1982 obtained from the United States Geological Survey. Information obtained from a review of the maps is provided below.

Map Year	Property Use/Features	Adjoining Site Uses/Features
1954	The eastern portion of the Property is shown to be occupied by a power plant and rail spurs. The western portion of the Property is depicted as a marsh except for the northeast corner where multiple occupied residential buildings are depicted. East-west trending transmission lines and poles are also shown to traverse the Property. Hurlbut Street is not present.	Two areas of standing water are shown in the northern portion of the Pulliam Plant beyond the Property boundaries. Buildings are depicted to the south and southwest of the eastern portion of the Property. Several bulk ASTs are also shown further to the south and southwest of the eastern portion of the Property.
1971 & 1982	Similar to 1954; however, a building addition is depicted on the south end of the powerhouse and the residential buildings are no longer present.	Similar to 1954; however, bulk AST facilities are shown on the site that adjoins the eastern portion of the Property to the south and on the site that adjoins the western portion of the Property to the south.

5. Supplemental Information

A Phase I ESA can include a review and/or assessment of "non-scope considerations" identified in the ASTM Standard, including asbestos-containing building materials, lead based paint, lead in drinking water, wetlands, mold, radon, and others.

Client did not request this Phase I ESA to include a review and/or assessment of any "non scope considerations" identified in the ASTM Standard.

6. Property and Adjoining Site Reconnaissance

The reconnaissance was conducted by Mr. Michael DeBraske, Senior Project Engineer of GEI, on October 19, 2020. Weather conditions at the time of the reconnaissance were fair with an ambient temperature of approximately 40 degrees Fahrenheit.

6.1 Methodology and Limiting Conditions

GEI observed the Property; surrounding sites, if visually or physically observable during reconnaissance of the Property; and interior and exterior of structures on the Property, if present, to obtain information concerning potential RECs in connection with the Property.

Limiting conditions have the potential to be significant depending on previous experience with similar property settings and uses, and other reasonably ascertainable information. A discussion of limiting conditions and data gaps encountered during this Phase I ESA is presented in Section 8 of this report.

6.2 General Setting

The Property is located along Bylsby Avenue and Hurlbut Street, west of the mouth of the Fox River, and along the south shore of Green Bay in an area of industrial land use in the north-central portion of the City of Green Bay, Brown County, Wisconsin. The Property is comprised of 19 whole parcels (Parcel Nos. 6-9, 6-10, 6-12, 6-12-1, 6-12-2, 6-12-3, 6-12-4, 6-12-5, 6-12-A, 6-12-A-1, 6-12-B, 6-12-B-1, 6-13, 6-13-1, 6-13-A, 6-15, 6-15-A, 6-16, and 6-17), and a portion of two other parcels (Parcel Nos. 6-11 and 6-34) that combined, total approximately 187.7 acres. The western portion of the Property, located north of Hurlbut Street and west of Bylsby Avenue includes approximately 144.2 acres, of which approximately 49.2 acres are currently submerged beneath Green Bay. The eastern portion of the Property, located east of Bylsby Avenue, includes approximately 43.5 acres, of which approximately 9.9 acres are currently submerged beneath the Fox River and Green Bay. All parcels except for 6-11 and 6-34 are associated with the western portion of the Property.

The western portion of the Property is bound to the north by Green Bay; is surrounded by drainage ditches/swales along the east and south boundaries and by a slough/ditch along the west boundary; includes one active/open paved entrance off Bylsby Avenue and three inactive/closed unpaved entrances off Hurlbut Street; and is generally described as a closed vegetated landfill. The eastern portion of the Property is bound to the north by Green Bay and to the east by the Fox River; includes one active/open paved entrance off Bylsby Avenue; and is generally described as a former coal-fired electrical power generating station that ceased operation in 2018 and has been undergoing decommissioning since that time.

6.3 Observations

6.3.1 Exterior Observations for the Property

Western Portion of the Property

The western portion of the Property was observed to include signage indicating that it is a closed landfill. The Property was generally observed to be devoid of structures except for several groundwater monitoring wells in the central, western, and southern portions; a small wood-framed building (apparent office) in the southeastern portion; transmission line towers in the northern portion; and a circular paved access drive in the western portion of the Property. Ground surfaces were largely vegetated and evidence of coal residuals were observed throughout. The northern edge of the Property was littered with paper, plastic, and wood debris, likely associated with wind-blown and wave-deposited materials from Lower Green Bay. Except for the coal residuals and debris mentioned above, observation of the Property exterior did not reveal any of the following: ASTs or vent pipes, fill pipes, access ways, or other structures typically associated with USTs; drums or other containers of petroleum products or other hazardous substances; electrical or hydraulic equipment known or suspected to contain PCBs; pits, ponds, or lagoons; wells, septic systems, or structures typically associated with private sewerage and potable water supply systems; wastewater or other liquid discharges into a drain, ditch, or other waterway; standing surface water or pools or sumps potentially containing petroleum products or other hazardous substances; strong, pungent, or noxious odors; stressed vegetation; or surface staining.

Eastern Portion of the Property

Former Pulliam Plant features on the eastern portion of the Property were being decommissioned at the time of the reconnaissance and therefore; multiple large piles of demolition materials containing broken and crushed concrete and asphalt, steel framing and panels, and other debris were observed throughput the Property. The far southern portion of the Property (former south coal storage area) was observed to have recently been covered and seeded, with a portion being used for storm water management. A narrow unpaved (crush stone) access road extend west to east across the area was also observed. According to WPS representatives, all useable coal was removed from the area and then covered with topsoil and seeded; however, the activities in that area were not intended to remove non-useable coal and therefore, coal residuals remain beneath the topsoil throughout that area. Significant coal residuals were observed in the area east of the coal yard/tractor shop building but according to WPS representatives, that area is planned to be scrapped with material being transported offsite for disposal. Several building foundations and underground features (coal bunkers, coal conveyors, water intake tunnels (north and south) were being decommissioned at the time of the reconnaissance and according to WPS representatives, the demolition plan is to remove (cut off and dispose) the portions of structures/features from the ground surface to three feet below the ground surface and then

abandon the remaining portions in place with crushed concrete or a flowable fill (e.g., grout). According to WPS representatives, in addition to cutting off the upper three feet, the demolition plan for the concrete wastewater basins to the west of the wastewater treatment building calls for drilling holes in the bottom for drainage of surface water that may infiltrate the ground in that area after decommissioning activities are complete. Several buildings (wastewater treatment building, sodium bisulfite building, sodium hypochlorite building, water sampling building, and NOAA observation building) remained on the Property at the time of the reconnaissance; however, WPS representatives indicated that all of the buildings are planned to be razed and removed over the next few months.

Except for coal residuals and piles of demolition debris noted above, observation of the Property exterior did not reveal any of the following: ASTs or vent pipes, fill pipes, access ways, or other structures typically associated with USTs; drums or other containers of petroleum products or other hazardous substances; electrical or hydraulic equipment known or suspected to contain PCBs; pits, ponds, or lagoons; wells, septic systems, or structures typically associated with private sewerage and potable water supply systems; wastewater or other liquid discharges into a drain, ditch, or other waterway; standing surface water or pools or sumps potentially containing petroleum products or other hazardous substances; strong, pungent, or noxious odors; stressed vegetation; or surface staining.

6.3.2 Exterior Observations for Surrounding Sites

GEI observed adjoining sites during the Property reconnaissance to identify potential RECs concerning the Property. Adjoining sites were observed from the Property and public ROW areas, and the occupants of the sites were not contacted as part of this Phase I ESA.

The portion of the Pulliam Plant located beyond the Property boundaries was observed to include multiple buildings and features, including a substation area with multiple aboveground transformers; a building containing a natural gas-fired power generating unit/turbine and an associated bulk water AST and back-up fuel oil AST (500,000-gallon capacity) to the north-northeast; multiple rail spurs; and a coal yard/tractor shop building. Observation of the south wall of the coal yard/tractor shop building revealed an apparent vent pipe that according to WPS representatives, is associated with the 550-gallon used oil UST that was recently closed-in-place beneath the coal yard/tractor shop building. Although obvious signs of current or former releases were not observed during the reconnaissance, based on its current and former historical use, including uncertainty regarding the locations of several closed ASTs registered to the Pulliam Plant, the portion of the Pulliam Plant located beyond the Property boundaries was considered a REC.

Sites located south of the eastern and western portions of the Property were observed to include several bulk ASTs that according to records obtained during this Phase I ESA, contain or formerly contained petroleum and unknown chemical products. Available

information does not suggest that the Property has been impacted by activities on these sites; therefore, they were considered Other Findings rather than RECs.

6.3.3 Interior Observations for Structures on the Property

Western Portion of the Property

The western portion of the Property is generally described as a closed vegetated landfill that is developed with a small unoccupied building near the southeast corner and multiple power transmission line towers in the northern section of the Property. The unoccupied building is an approximately 150-square-foot, single-story, wood-framed structure situated on a concrete slab-on-grade foundation. Available information suggests that the building may have been associated with a temporary ash storage facility that was constructed over a portion of the closed landfill in 1993 to support offsite beneficial reuse of CCPs generated by the Pulliam Plant. The building was vacant at the time of the reconnaissance and appeared to be a former office. Observation of the building interior did not reveal ASTs or vent pipes, fill pipes, access ways, or other structures typically associated with USTs; drums or other containers of petroleum products or other hazardous substances; electrical or hydraulic equipment known or suspected to contain PCBs; strong, pungent, or noxious odors; surface staining or other items of concern warranting identification as a REC.

Eastern Portion of the Property

The eastern portion of the Property is generally described as a former coal-fired electrical power generating station that was historically developed with multiple buildings and features associated with that industrial use. Decommissioning of the generating station building (i.e., power house), ancillary buildings (new warehouse, wastewater treatment building, etc.), aboveground and underground structures (petroleum product and chemical storage tanks, coal vaults and underground conveyors, raw water intake tunnels, etc.), and other Pulliam Plant features (coal hoppers, coal conveyors, coal train unlading shed, coal storage piles, etc.) on the Property began in approximately 2018 and were ongoing at the time of this Phase I ESA. During the reconnaissance, buildings that remained but were scheduled for decommissioning included a wastewater treatment building, sodium bisulfite and water sampling buildings associated with the discharge of wastewater through an outfall channel to the Fox River, sodium hypochlorite building associated with the north raw water intake, and a small building along the northern boundary that contains NOAA instrumentation for gathering surface water data on Green Bay. Subgrade features that are present but also reportedly scheduled to be decommissioned include underground coal bunkers and conveyors; sump pit vaults; and north and south water intake structures and associated underground water conveyance tunnels.

The wastewater treatment building is a two-story, masonry and metal building with a footprint of approximately 2,500-square-feet that is situated on a concrete slab-on-grade

foundation with interior floor/trench drains and collection/pumping vaults. The interior of the building still includes several metal vessels formerly associated with pre-treatment of wastewater (reportedly originating from storm water drains, floor drains, boiler water, coal handling wash water, service water cooling, demineralization system rinse water, and a coal storm water runoff basin associated with the Pulliam Plant). We understand this building is scheduled to be razed and removed by WPS.

The sodium bisulfite building is a single-story, masonry building with a footprint of approximately 600-square-feet that is situated on a slightly recessed concrete slab foundation. The interior of the building includes two approximately 16-foot tall, 5,000-gallon capacity fiberglass ASTs that formerly contained sodium bisulfite for wastewater treatment (removal of residual chlorine). The ASTs had holes cut into their walls and were labelled with spray paint as having been cleaned/closed in 2018. We understand this building is scheduled to be razed and removed by WPS.

The sodium hypochlorite building is also a single-story, masonry building with a footprint of approximately 600-square-feet that is situated on a concrete slab foundation. GEI was unable to access the interior of this building during the reconnaissance, but based on observation through an exterior doorway, the interior of the building includes two approximately 16-foot tall, 5,000-gallon capacity fiberglass ASTs that formerly contained sodium hypochlorite for pre-treatment of raw water obtained from the north intake structure for power plant use. Interviews with WPS representatives suggest that similar to the sodium bisulfite tanks, the sodium hypochlorite ASTs were previously cleaned/closed in preparation for their removal. We understand this building is scheduled to be razed and removed by WPS.

The water sampling building is a single-story, wood-framed building with a footprint of approximately 65-square-feet that is situated on a concrete slab-on-grade foundation. The building includes a pump and piping system and a metal desk/cabinet that were reportedly associated with sampling and testing of facility wastewater prior to discharge to the Fox River. We understand this building is scheduled to be razed and removed by WPS.

The NOAA observation building is a single-story, masonry building with a footprint of approximately 65-square-feet that is situated on a concrete slab-on-grade foundation. The building includes exterior signage and interior instrumentation indicating its former use as a water level gauging station. We understand this building is scheduled to be razed and removed by WPS.

Observation of the building interiors did not reveal ASTs or vent pipes, fill pipes, access ways, or other structures typically associated with USTs; drums or other containers of petroleum products or other hazardous substances; electrical or hydraulic equipment known or suspected to contain PCBs; strong, pungent, or noxious odors; surface staining or other items of concern warranting identification as a REC.

7. Interviews

Interviews were conducted by Mr. Michael DeBraske (Senior Project Engineer), of GEI. Individuals interviewed and information obtained is presented below and/or discussed in preceding sections of this report.

GEI asked Client whether they were aware if any of the documents listed in Section 10.8.1 of the ASTM Standard (e.g., prior Phase I ESA reports, environmental compliance audit reports, environmental permits, AST and UST registrations) exist for the Property, and if so, whether copies of the documents could be provided to GEI prior to or at the beginning of the reconnaissance. Client provided a copy of a previous Phase I ESA report, which is discussed in Section 3.8 and included in Appendix E.

GEI also asked Client whether they were aware of: any pending, threatened, or past litigation relevant to hazardous substances or petroleum products in, on, or from the Property; any pending, threatened, or past administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the Property; and any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products. Individuals interviewed as part of this Phase I ESA indicated that they are not aware of any such litigation, proceedings, or notices.

7.1 Key Site Manager

The Property is currently owned by WPS, which is a wholly-owned subsidiary of WEC. Mr. Mark Mauer (Major Projects Manager – WPS), Mr. Mark Metcalf (Principal Environmental Consultant – WEC), and Mr. Joe McNamara (former WPS employee and current independent supervisor for the decommissioning project), were identified as the key site representatives and interviewed as part of this Phase I ESA.

Messrs. Mauer, Metcalf and McNamara all indicated that the eastern portion of the Property has been undergoing decommissioning since the coal-fired power plant closed in 2018, and prior to and during the demolition/decommissioning activities, all known hazardous building materials (PCB caulk, asbestos, mercury switches, etc.) and all known petroleum products, chemicals, and wastes associated with equipment, tanks, totes, drums, and smaller containers were removed and/or are planned to be removed from the Property for offsite recycling or disposal, either by WPS or the demolition contractor Brandenburg. Messrs. Mauer, Metcalf and McNamara all indicated that remaining buildings on the Property are scheduled to be razed/removed, and the demolition plan for those buildings, other remaining features (intake tunnels, coal conveyors, etc.), and buildings/features previously razed, is to remove (cut off and dispose) the portions of structures/features from the ground surface to three feet below the

ground surface and then abandon the remaining portions in place with crushed concrete or a flowable fill (e.g., grout).

Messrs. Mauer and Metcalf both indicated that except for the ASTs and USTs documented in the prior Phase I ESA report, they are not aware of any other tanks previously associated with the Property. Messrs. Mauer and Metcalf indicated that except for the two cleaned/closed sodium bisulfite ASTs and two cleaned/closed sodium hypochlorite ASTs observed during the reconnaissance, they are not aware of any existing ASTs or USTs on the Property. Messrs. Mauer and Metcalf also indicated that except for those that may have been associated with the closed LUST cases, they are not aware of any significant prior spills/releases of petroleum products or hazardous substances on the Property that would be a concern. Mr. Metcalf noted a prior release of sodium hypochlorite from one of the ASTs; however, he indicated that the release was fully contained and then recovered inside the sodium hypochlorite building.

Mr. Metcalf indicated that all useable coal was removed from the far southern portion of the Property (former south coal storage area) before it was covered with topsoil and seeded; however, activities in that area were not intended to remove non-useable coal and therefore, coal residuals remain beneath the topsoil throughout that area.

Mr. Metcalf indicated that he is not aware of the former 1,000-gallon capacity gasoline UST which records obtained as part of this Phase I ESA suggest was formerly installed along the west side of a former warehouse to the east of the former powerhouse building. Records suggest that it was installed in 1984 and the UST is registered as being closed/removed in 1994; however, no documentation relating to its removal was uncovered during this Phase I ESA. Mr. Metcalf indicated that he is not aware of a tank remaining in that area and no evidence of an existing UST was discovered during demolition of that building.

Mr. Metcalf indicated that the 550-gallon capacity used oil UST installed beneath the coal yard/tractor shop building was recently cleaned and closed-in-place with state approval; however, no tank site assessment has been completed, and no assessment of that area is planned until the building is razed/removed sometime in the future. Mr. Metcalf indicated that when the building is demolished (timing is uncertain), the plan is to excavate and remove the closed-in-place UST and complete a tank site assessment at that time.

Mr. Metcalf indicated that he is not aware of any transformers on the Property or associated with the substation area that currently or formerly included dielectric fluids containing PCBs or chlorinated solvents.

Mr. Metcalf confirmed the western portion of the Property is the location of a closed ash landfill and indicated that except for ongoing long-term groundwater monitoring, he is not aware of any actions currently required or proposed, or previously demanded of WPS by the WDNR.

7.2 Occupants

Refer to Section 7.1.

7.3 Past Owners, Operators, and Occupants

Refer to Section 7.1.

7.4 State and/or Local Government Officials

WDNR

GEI interviewed representatives of the WDNR to discuss and request records associated with the Property. As of the issuance date of this report, records requested from WDNR – Waste and Materials Management for the closed landfill on the Property have not yet been received; therefore, information from the WDNR relating to the closed landfill discussed in this report was obtained through interviews with WDNR representatives.

Ms. Sally Hronek and Ms. Jackie Marciulionis of the WDNR – Waste and Materials Management group were interviewed to obtain information regarding the closed landfill on the Property. Mses. Hronek and Marciulionis confirmed that the western portion of the Property is a non-approved (i.e., did not go through a siting process), licensed, closed landfill that was used for disposal of CCPs and is currently subject to long-term groundwater quality monitoring. Ms. Hronek confirmed that the landfill does not include an engineered liner or cover system. Ms. Hronek indicated that based on her knowledge, except for Lower Fox River and Lower Green Bay dredge material that was historically (~late 1800s and early 1900s) placed in this area of Green Bay to create buildable land, and dredge material from the Lower Fox River and Lower Green Bay used to cap/cover the landfill in the late-1980s or early 1990s, she is not aware of any non-ash waste (e.g., municipal refuse or industrial) having been disposed in or on the landfill. Ms. Hronek indicated that except for long-term groundwater monitoring and potentially amending the cap of the landfill should ash waste become exposed due to erosion or other means, she is not aware of any actions that would be required of future owners of the landfill. Ms. Hronek confirmed that if any development is proposed for the landfill area, it would need to be pre-approved by the WDNR and follow WDNR guidance related to building on landfills and fill sites.

Mses. Hronek and Marciulionis indicated that historical groundwater monitoring (which assesses landfill parameters only [e.g., no VOCs or PCBs]) has revealed regulatory standard exceedances on the Property; however, monitoring wells were originally installed with screened intervals intersecting the ash waste; therefore, the results may be more indicative of conditions within the landfill rather than beneath the landfill. Mses. Hronek and Marciulionis indicated that the wells were replaced within the past few years so that they are double-cased

with screened intervals below the waste; however, they were not able to confirm whether regulatory standard exceedances have been documented since that time.

Mses. Hronek and Marciulionis both indicated that except for potential impacts to surface water and wildlife thorough a groundwater-surface water connection with Lower Green Bay, they are not aware of any other potential offsite impacts related to the closed landfill (e.g., migration of contamination in soil, water or vapors onto an adjoining site).

Fire Department

GEI also contacted the Fire Department to obtain reasonably ascertainable information concerning the Property (refer to Section 4.2.1).

8. Evaluation

8.1 Data Gaps

A data gap is defined as the lack of or inability to obtain information required by the ASTM Standard despite good faith efforts to gather such information. A data gap by itself is not inherently significant. Data failure is one type of data gap and is defined as a failure to achieve the historical research objectives in Sections 8.3.1 through 8.3.2.2 of the ASTM Standard, even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data gaps and data failure (if any) encountered during performance of this Phase I ESA, as well as a discussion of their significance, is presented below.

- Title and judicial records for the Property were not made available to GEI by the issuance date of this report, and as such, a review of such records for environmental liens or activity and use limitations was not completed as part of this Phase I ESA.
- GEI was unable to assess the use of the Property prior to 1927.
- GEI was unable to access the interior of the sodium hypochlorite building during the Phase I ESA.
- GEI requested but was not provided and therefore, was unable to review WDNR records associated with the western portion of the Property (ash landfill) prior to issuance of this report.

The ASTM Standard defines an environmental lien as "A charge, security, or encumbrance upon title to a property to secure the payment of a cost, damage, debt, obligation, or duty arising out of response actions, cleanup, or other remediation of hazardous substances or petroleum products upon a property, including liens imposed pursuant to CERCLA 42 U.S.C. §§9607(1) & 9607(r) and similar state and local laws." The ASTM Standard defines activity and use limitations as "legal or physical restrictions or limitations on the use of, or access to, a site or facility: (1) to reduce or eliminate potential exposure to hazardous substances or petroleum products…, or (2) to prevent activities that could interfere with the effectiveness of a response action…" Other reasonably ascertainable information, including the EDR report, does not suggest that state- or federal-funded petroleum product or other hazardous substance response actions, cleanup, or remediation activities have occurred on the Property. Therefore, it is considered unlikely that environmental liens exist with respect to the Property. Based on available information, the inability to review the results of a title and judicial records search for the Property is not considered a significant data gap.

The inability to assess the use of the Property prior to 1926 is not considered a significant data gap given that surrounding area was largely undeveloped low land/wetland at the time the original portion of the Pulliam Plant was constructed in 1926. Based on available information, the Property was likely also undeveloped low land/wetland prior to that time. It is considered unlikely that a REC would be identified for the Property though a review of records dated prior to 1926, should those records become reasonably ascertainable at some future time.

The inability to access the interior of the sodium hypochlorite building was not considered a significant data gap given that much of the interior of the building could be observed trough windows on doorways. Based on available information, it is considered unlikely that if access to the sodium hypochlorite building was gained, a REC specifically related to the building would be identified.

The inability to review WDNR records associated with the closed ash landfill on the western portion of the Property is not considered a significant data gap given that the presence of a closed landfill on that portion of the Property was identified as a REC. It is considered unlikely that an additional REC would be identified for the Property though a review of WDNR records for the landfill, should those records be provided by the WDNR after issuance of this report.

8.2 Deviations

Deletions and deviations from the ASTM Standard practice, including Client/user-imposed constraints, and any additions (e.g., non-scope considerations) to the practice, are required to be listed individually and in detail as part of this report.

GEI is not aware of any deletions or deviations from, or any additions to, the ASTM Standard that were completed as part of this Phase I ESA.

8.3 Findings

The Property is in an area of industrial land use located west of the mouth of the Fox River, along the south shore of Green Bay, and along Bylsby Avenue and Hurlbut Street in the north-central portion of the City of Green Bay, Brown County, Wisconsin. The primary address associated with the Property is 1530 Bylsby Avenue. The Property is comprised of 19 whole parcels (Parcel Nos. 6-9, 6-10, 6-12, 6-12-1, 6-12-2, 6-12-3, 6-12-4, 6-12-5, 6-12-A, 6-12-A-1, 6-12-B, 6-12-B-1, 6-13, 6-13-1, 6-13-A, 6-15, 6-15-A, 6-16, and 6-17), and a portion of two other parcels (Parcel Nos. 6-11 and 6-34) that combined, total approximately 187.7 acres. Based on information provided by Client, approximately 58.1 acres of the Property is currently submerged beneath the Fox River and Green Bay, leaving approximately 129.6 acres of land above water. The Property is generally described as consisting of a majority of the former electrical power generating station (excluding the substation, natural gas-fired generating unit, coal yard/tractor shop building area, and areas west to Bylsby

Avenue) and the entirety of an associated closed landfill that was previously used for disposal of CCPs such as fly ash and bottom ash.

The Property is currently owned by WPS, which is a wholly-owned subsidiary of WEC. The Pulliam Plant was initially constructed in approximately 1926-1927 with two coal-fired generating units (Units 1 and 2), and between 1943 and 1964 an additional six coal-fired generating units (Units 3 to 8) were constructed to increase power generating capacity to nearly 400 Megawatts. A natural gas-fired generating unit (P31) was added to the Pulliam Plant in approximately 2003, which currently resides north of the substation in an area that is not part of the Property. The original generating units were retired in approximately 1980 and the remaining units were retired between approximately 2007 and 2018. Decommissioning of the generating station building (i.e., power house), ancillary buildings (wastewater treatment building, etc.), aboveground and underground structures (petroleum product and chemical storage tanks, coal vaults and underground conveyors, raw water intake tunnels, etc.), and other Pulliam Plant features (coal hoppers, coal conveyors, coal train unlading shed, coal storage piles, etc.) on the Property began in approximately 2018 and were ongoing at the time of this Phase I ESA. WPS anticipates that decommissioning of buildings/features on the Property will be complete in 2021; features associated with the Pulliam Plant that will remain after decommissioning (generating unit P31 and associated back-up fuel oil aboveground storage tank [AST]), substation, coal yard/tractor shop building, and an old warehouse) reportedly will be located beyond the Property boundaries.

8.4 Opinions

Interviews and a review of reasonably ascertainable information revealed the following potential environmental conditions in connection with the Property. The following paragraphs provide a summary of the potential environmental conditions and our opinion whether the conditions are or are not currently RECs, CRECs, HRECs, BERs or Other Findings, which are notable findings related to the Property and/or adjoining sites that in our opinion, do not currently meet the definition of a REC, CREC, HREC, or BER.

8.4.1 RECs

Closed Landfill on the Western Portion of the Property: The portion of the Property west of Bylsby Avenue is occupied by a closed landfill that was used by WPS for disposal of CCPs (fly ask, bottom ash, and cinders) from at least the early 1970s until the mid-1980s. Information obtained from the WDNR suggests that the landfill (which is classified by the WDNR to be a "non-approved, licensed, closed landfill") does not include an engineered liner, is situated on land that was at least partially created between the late 1800s and early 1900s through deposition of lower Fox River/Green Bay navigational channel dredge material, and was issued an operating license (License No. 51) after many years of waste disposal had already occurred. The thickness of the CCP deposits is variable but reportedly

ranges between approximately 6 feet and 12 feet in most areas. The landfill was considered to be closed in the early 1990s after the waste was covered and groundwater monitoring wells were installed for long-term assessment. The landfill cover is not an engineered cap but rather, is comprised of several inches of bottom ash overlain by approximately four inches of lower Fox River/Green Bay dredge material that is intended only to contain and limit surface migration of the CCPs. Information obtained during a review of WDNR records associated with the adjoining Bay Port Dredge Material Disposal site (west of the WPS landfill area) suggest that during a late 1980s to early 1990s mass balance study conducted in Green Bay to estimate lead, cadmium and PCB loadings to the Lower Fox River and Lower Green Bay, PCBs were detected in shallow soil samples collected from the Property.

Based on an interview with representatives of the WDNR, prior and ongoing assessment of the landfill has focused on typical landfill parameters (field conductivity, pH, alkalinity, sulfate, chemical oxygen demand, boron, calcium, iron, magnesium, manganese, selenium, and total hardness) and therefore, there is no information available regarding other possible environmental impacts in that area of the Property (e.g., polychlorinated biphenyls and other pollutants potentially associated with dredge material). Representatives of the WDNR indicate that ongoing groundwater monitoring, which is completed through assessment of multiple water table observation wells and piezometers installed within the limits of the closed landfill (i.e., through the waste rather than around the perimeter) has identified regulatory standard exceedances. Based on available information, the closed landfill is considered a REC.

Historical Use of the Eastern Portion of the Property: The eastern portion of the Property was historically developed as an electrical power generating station from approximately 1926-1927 until decommissioning of buildings and other aboveground and underground features began in 2018. Typical of coal-fired electrical generating facilities, the Property included features and activities common to the industry including boiler, turbine, condenser, and water demineralization systems; coal storage areas; coal crushing, coal conveyance, and coal dust suppression systems, including multiple aboveground and underground conveyors and bunkers and heavy coal-moving vehicles (tractors/bulldozers, etc.); a wastewater treatment system, including settling basins (observed to be concrete at the time of the reconnaissance), clarifiers, and discharge channel to the Fox River that reportedly collected water from a variety of sources including storm water drains, floor drains, boiler water, coal handling wash water, service water cooling, demineralization system rinse water, and a coal storm water runoff basin; and air pollution control equipment, including an electrostatic precipitator and silos for removal and temporary storage of fly ash. Information in a prior Phase I ESA report (*NRT, Phase I Environmental Site Assessment, Pulliam Power Plant Property, 1530 North Bylsby Avenue, Green Bay, Wisconsin, July 1, 2016*) also suggests that fill from an unknown source was used during the original development of the Property, and the Property formerly included two coal ash pits near the wastewater discharge channel that were operational as early as 1945; one pit reportedly was excavated down to native material during installation of the wastewater treatment system (assumed to be in the 1970s) and one pit reportedly was excavated down to

native material in 1995. Other features and activities historically associated with the electrical power generating station, including a substation with multiple transformers, a coal yard/tractor storage and repair garage, and a natural gas-fired generating unit are located in areas considered to be outside of the Property boundaries (i.e., on an adjoining site).

Petroleum products (fuels, hydraulic oil, gear box oil, grease, and used oil) and hazardous substances (including sulfuric acid, sodium hydroxide, sodium hypochlorite, sodium bisulfite, cleaning solvents, and dielectric fluids) in operating equipment, ASTs, USTs, totes, drums, and smaller containers were historically present to support electrical power generating activities. Remnants of a few storage containers, including cleaned and decommissioned fiberglass tanks formerly containing sodium hypochlorite and sodium bisulfite for raw water and wastewater effluent treatment, respectively, were observed on the Property during the reconnaissance. Other equipment and storage containers currently in use, including multiple transformers containing dielectric fluid, a closed-in-place UST formerly containing used oil, and a fuel oil AST were observed during the reconnaissance on the portion of the former generating station located beyond the Property boundaries. Historical records indicate that several ASTs and USTs formerly containing petroleum products were assessed at the time of closure/removal and either determined to have not leaked or were subject to leaking UST (LUST) cases that achieved regulatory closure after subsurface assessment was completed to the satisfaction of the WDNR. However, assessment and/or closure documentation associated with a few storage tanks was not available, including for two diesel/fuel oil USTs (2,000-gallon and 1,000-gallon capacity) to the southeast of the powerhouse that were installed during or prior to 1969 and apparently removed and replaced with a 4,000-gallon capacity diesel/fuel oil UST in 1974 (a tank that was later assessed at the time of closure in 1993), and a 1,000-gallon capacity gasoline UST installed in 1984 near a warehouse to the east of the powerhouse building that is reported to have been closed/removed in 1994.

The ASTs and USTs on the Property that were assessed at the time of closure/removal and either determined to have not leaked (i.e., information was provided to the WDNR and a No Action Required [NAR] response was documented]) or were subject to LUST cases that achieved regulatory closure were not considered current RECs, but rather, were considered HRECs (see below). However, the unknown environmental condition of the Property related to other historical activities, including storage and use of petroleum products, hazardous substances, and wastes in other ASTs, USTs, drums and smaller containers; aboveground and underground storage and conveyance of coal and CCPs; storage, treatment, and discharge of wastewater in subgrade basins and channel to the Fox River; and deposition of uncharacterized fill from an offsite source is considered a REC.

Former Petroleum Tanker Release: Information obtained from the Green Bay Fire Department and WDNR suggests that in April 2001, an accident involving a passenger truck and a petroleum tanker truck resulted in a release of over 8,000 gallons of gasoline onto Bylsby Avenue, Hurlbut Street, and surrounding land. The tanker truck ruptured and both

the tanker truck and passenger truck reportedly caught fire due to the accident. The Green Bay Fire Department responded and according to Captain Joe Gabe, needed to use significant amounts of water and fire-fighting foam to control and extinguish the fire. Upon being notified of the release, the WDNR opened a spills case (WDNR Activity No. 04-05-368661) to document the occurrence. WDNR records suggest that the fire burned a majority of the spill and what remained was recovered using a vacuum truck and an excavation. The status of the spills case was subsequently changed from open to closed in November 2003. Although the spills case is closed, available information indicates that known petroleum impacts within ROW areas along the east side of Bylsby Avenue and in the northwest quadrant of the Bylsby Avenue/Hurlbut Street remained at the time of spills case closure. Information does not suggest that samples were collected on the Property; therefore, it is unknown whether residual petroleum impacts remain in the eastern and/or western portions of the Property. Furthermore, because fire-fighting foam was used to extinguish the fire, and the fire occurred before the regulating community was aware of emerging contaminants, there is a potential for residual emerging contaminants such as Per- and polyfluoroalkyl substances (PFAS) to remain in the ROW and on the eastern and/or western portions of the Property from the fire-fighting activities associated with the petroleum release. Based on available information, the former petroleum tanker release in April 2001 at the intersection of Bylsby Avenue and Hurlbut Street is considered a REC.

Adjoining Site – Former Pulliam Plant: The portion of the former Pulliam Plant located beyond the Property boundaries (generally described as being between Bylsby Avenue and a line extending from the shoreline of Green Bay, along the east side of the substation and coal yard/tractor shop, to just south of the coal yard/tractor shop) currently includes and formerly included activities and features that pose a potential environmental risk to the Property. These activities and features include deposition of fill from an unknown source used during the original development of the area, presence of a substation that currently and formerly included transformers containing dielectric fluids, presence of a coal yard/tractor shop building used for storage and maintenance of heavy coal-moving equipment, and presence of a natural gas-fired generating unit and associated 500,000-gallon capacity back-up fuel oil AST. The types of dielectric fluids present within transformers since the electrical power generating station was constructed in the 1920s is not fully known; therefore, the potential for transformers to have contained chlorinated solvent- and/or PCB-containing fluids at one time cannot be dismissed.

Available information suggests that in addition to the existing 500,000-gallon capacity fuel oil AST, at least four other petroleum storage tanks were previously in use on the site, including a 165,000-gallon fuel oil AST that was closed/removed in 1995 from an area northwest of the existing substation (southwest of the existing fuel oil AST area), a 10,000-gallon capacity diesel/fuel oil AST that was emptied and removed in 2020 from an area west of the coal yard/tractor shop building, a 6,000-gallon capacity diesel/fuel oil UST that was closed/removed in 2005 from near a train car coal unloading area west of the coal yard/tractor shop building, and a 550-gallon capacity used oil UST that was recently (October 2020) cleaned and closed

in-place beneath the coal yard/tractor shop building. The 165,000-gallon fuel oil AST and 6,000-gallon capacity diesel/fuel oil UST were assessed at the time of closure and provided NAR determinations from the WDNR; however, it does not appear that the locations of underground supply/return piping running between the 165,000-gallon fuel oil AST and the powerhouse building on the Property were assessed. Representatives of WPS indicated that a closure assessment was not required or completed for the 10,000-gallon AST because it was a fully-contained system (included secondary containment) and a suspected or obvious release was not noted at the time of removal. Closure assessment information related to the 550-gallon capacity UST has not yet been issued to the WDNR and therefore, it is unknown whether a regulatory case will be opened or a NAR determination will be provided. During the reconnaissance, observation of the interior of the coal yard/tractor shop building revealed several 55-gallon drums labeled as containing oil, used oil, and coal waste that were apparently generated during the recent closure in-place of the 550-gallon capacity used oil UST and during the recent cleaning of a subgrade concrete maintenance pit and underground oil-water separator also located inside the coal yard/tractor shop building. Former releases of petroleum products and hazardous substances, if they previously occurred on this adjoining site, have the potential to migrate onto the Property in groundwater, soil and soil vapor.

Based on available information, the unknown environmental condition of the portion of the Pulliam Plant that is beyond the Property boundaries, including the substation area and coal yard/tractor shop area is considered a REC.

Adjoining Site – 801 Hurlbut Street: A regulatory case associated with this site (WDNR Activity No. 02-05-564094), which adjoins the western portion of the Property to the south and eastern portion of the Property to the west, was opened in 2015 to address soil and groundwater impacts identified during completion of a Phase II ESA. Available information suggests that this site was historically used as a fertilizer warehouse and pattern shop/ machine shop, and impacts previously detected above Wisconsin regulatory standards on the site have included petroleum and chlorinated hydrocarbons and metals (arsenic and lead) in soil and arsenic in groundwater. A request for case closure was recently denied in October 2020; therefore, the regulatory case remains open, which suggests that the degree and extent of impacts on the site and possible impacts to offsite properties (through migration in soil, groundwater and soil vapor) has not yet been fully defined. Based on available information, the open ERP case associated with this site is considered a REC.

8.4.2 Historical RECs

Closed Spills Case #1: Records associated with WDNR Activity No. 04-05-177634 suggest that a release of approximately 20 gallons of lubricating oil was discovered in January 1996 when a rental crane was being moved at the Pulliam Plant. The exact location of the spill was not discernable based on the records; therefore, it is unknown if this listing is associated with the Property or portion of the Pulliam Plant located beyond the property boundaries. A letter

from WPS to the WDNR indicates the spill was contained on snowpack covering the ground surfaces and a spill response contractor hired by the crane rental company removed stained snow and transported it offsite for treatment/disposal. The WDNR subsequently closed the spills case. Based on available information, we consider this regulatory listing to be a HREC.

Closed Spills Case #2: Records associated with WDNR Activity No. 04-05-048336 suggest that a release of approximately 20-30 gallons of diesel occurred in April 1993 on Parcel No. 6-11 (northern parcel on the east side of Bylsby Avenue) when a 300-gallon tank was overturned by strong winds. The exact location of the spill was not discernable based on the records; therefore, it is unknown if this listing is associated with the Property or portion of the Pulliam Plant located beyond the property boundaries. The records suggest that 95% of the spilled product was recovered by a spill response contractor by using absorbent pads and by collecting three 55-gallon drums of fuel oil and water from the ground around the tank. The spills case was later closed by the WDNR. Based on available information, we consider this regulatory listing to be a HREC.

Closed Spills Case #3: Information associated with WDNR Activity No. 04-05-205548 suggests that a release of approximately 10 gallons of mineral oil occurred on the western portion of the Property ("Fly Ash Rd, 100 Yds W of Bylsby Ave") when a hydraulic line ruptured on a front end loader. The listing suggests that no action was taken, but the WDNR did not require assessment or remedial action and closed the spills case three days after the release occurred. Based on available information, we consider this regulatory listing to be a HREC.

Closed LUST Case #1: A LUST case (WDNR Activity No. 03-05-001646) was opened in 1993 at the time of closure and removal of a 4,000-gallon fuel oil UST from an area east of the powerhouse building, near a crusher house and conveyor on the Property. Soil samples collected at the time of removal were analyzed for petroleum analytes. Soil analytical results identified low-level PAH impacts to soil that were identified as potentially being associated with coal dust rather than a petroleum release. Because soil impacts above regulatory standards were not identified, groundwater samples were not collected. The WDNR later closed the LUST case in 1996. Based on available information, we consider this regulatory listing to be a HREC.

Closed LUST Case #2: A LUST case (WDNR Activity No. 03-05-151068) was opened in 1993 at the time of closure and removal of a 20,000-gallon fuel oil UST from an area south (near the southeast corner) of the powerhouse building. The site investigation of this area included the collection of soil samples from six borings and multiple rounds of groundwater monitoring in one well installed within the tank bed area. Soil samples were analyzed for petroleum analytes. Soil analytical results identified petroleum impacts to soil. Groundwater analytical results identified petroleum analytes at concentrations below regulatory standards during the first round of sampling and no detections during the second round of sampling.

The WDNR later closed the LUST case in 1998. Based on available information, we consider this regulatory listing to be a HREC.

Closed LUST Case #3: A LUST case (WDNR Activity No. 03-05-097914) was opened in 1993 at the time of closure and removal of a 10,000-gallon fuel oil UST from an area east (near the northeast corner) of the powerhouse building. The site investigation of this area included the collection of soil samples from 10 soil borings and groundwater samples from four monitoring wells. Soil analytical results identified petroleum impacts to soil. Two rounds of groundwater samples were collected from the monitoring wells and analyzed for VOCs and PAHs. Benzo(a)pyrene was detected at concentrations exceeding the NR 140 ES during the first round, but was not detected during the second round of sampling. Benzene and naphthalene were detected at a groundwater monitoring well installed in the former tank bed at concentrations exceeding the NR 140 PALs during both sampling events. A third round of sampling did not reveal concentrations of any analytes above regulatory standards. The WDNR later closed the LUST case in 1998. Based on available information, we consider this regulatory listing to be a HREC.

8.4.3 BERs

Buried Piping and Building Features: Available information relating to former USTs on the Property and ASTs and USTs on the portion of the Pulliam Plant located beyond the Property boundaries suggests that underground piping associated with former tank systems (particularly the 165,000-gallon fuel oil UST) may have historically been closed in place on the Property. Based on information obtained during interviews with WPS/WEC representatives, the demolition plan associated with the Pulliam Plant features on the Property calls for building foundations and other underground features (water intake tunnels, underground coal bunkers and conveyance systems, underground sump pits, etc.) to be demolished/removed from the ground surface down to a depth of approximately 3 feet, with the remainder being abandoned in place with crushed concrete or a flowable fill (e.g., grout) being used to fill open cavities (tunnels, pits, etc.). These features are considered a BER because they may impede future redevelopment of the Property.

Coal Residuals: Based on information obtained during interviews with WPS/WEC representatives, residual coal remains in the former coal storage areas of the Property and in our opinion, coal residuals are likely to remain in other areas of the Property after decommissioning activities are completed. These residuals are considered a BER because they may impede future redevelopment of the Property.

Petroleum Residuals: Petroleum residuals in soil and/or groundwater were known to exist in at least one area of the Property at the time of regulatory case closure associated with one of the previously closed/removed USTs and may exist near other former UST locations. These known and potential residuals are considered a BER because they may impede future redevelopment of the Property.

8.4.4 Other Findings

NAR Listing #1: Available information suggests that tank site assessment information was provided to the WDNR in 1995 to document the closure/removal of a 165,000-gallon fuel oil AST at the Pulliam Plant. The AST was located northwest of the substation area on the portion of the Pulliam Plant that is considered to be beyond the Property boundaries. Upon review of the assessment information, the WDNR concluded that no further investigation or remedial action was necessary.

NAR Listing #2: Available information suggests that tank site assessment information was provided to the WDNR in 2005 to document the closure/removal of a 6,000-gallon diesel AST at the Pulliam Plant. The AST was located near a coal car train unloading area (west of the coal yard/tractor shop building) on the portion of the Pulliam Plant that is considered to be beyond the Property boundaries. Upon review of the assessment information, the WDNR concluded that no further investigation or remedial action was necessary.

Adjoining Sites – Bulk Petroleum and Chemical Tank Facilities: Sites to the south of the western portion of the Property (1031 Hurlbut Street) and south (1496 Bylsby Avenue) and southwest (1445 Bylsby Avenue) of the eastern portion the Property were developed as bulk AST facilities (petroleum and/or chemical) since the 1950s and 1960s. Available information associated with prior regulatory cases at the 1031 Hurlbut Street and 1445 Bylsby Avenue sites does not suggest that the Property was known or suspected to be impacted by those releases.

Bay Port Dredge Material Disposal Facility: This site is located west of the western portion of the Property and available information suggests that is has been used for disposal of dredge materials from the Lower Fox River and Lower Green Bay since at least the early 1950s. During a late 1980s to early 1990s mass balance study conducted in Green Bay to estimate lead, cadmium and PCB loadings to the Lower Fox River and Lower Green Bay, PCBs were detected in shallow soil samples and in groundwater collected from the site.

8.5 Conclusions

We have performed a Phase I Environmental Site Assessment of the Property in conformance with the scope and limitations of ASTM Practice E1527-13. Any exceptions to, or deletions from, this practice are described in Sections 1.4 and 8.2 of this report.

This assessment has revealed evidence of the following RECs in connection with the Property:

- The closed landfill on the western portion of the Property.
- The historical use of the eastern portion of the Property.
- The former petroleum tanker release at the Bylsby/Hurlbut intersection.

- The adjoining portion of the Pulliam Plant located beyond the Property boundaries.
- The adjoining site at 810 Hurlbut Street.

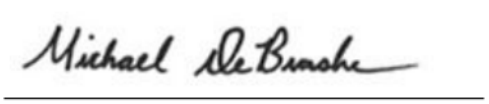
Although not considered RECs, the following were identified as BERs for the Property:

- The presence of buried piping, building foundations, and other subgrade features planned to be abandoned in place in the eastern portion of the Property.
- The presence of coal residuals associated with coal storage and management of CCPs in the eastern portion of the Property.
- The presence of petroleum residuals associated with closed regulatory cases in the eastern portion of the Property.

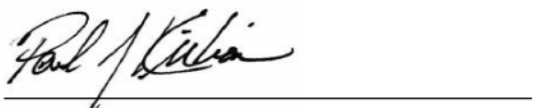
8.6 Environmental Professional Statement

As required by Section 12.13 of ASTM Standard 1527-13, the individuals responsible for this Phase I ESA report provide the following declaration:

We declare that, to the best of our knowledge and belief, we meet the definition of Environmental Professionals as defined in Section 312.10 of 40 CFR 312. We have the specific qualifications based upon education, training, and experience to assess a property of the nature, history, and setting of the Property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Michael L. DeBraske, P.E.
Senior Project Engineer



Paul J. Killian, P.E.
Vice President/Senior Project Manager

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Figures

Figure 1 – Property Location Map

Figure 2 – Property Features Diagram (1 of 2)

Figure 3 – Property Features Diagram (2 of 2)

Port of Green Bay

2020 STRATEGIC PLAN

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I. The Significance of the Port

The history of the Port of Green Bay dates back to the early 1800s when waterway commerce focused on fur trading and peltry. During the 1800s, British, French and American military forts were built on the lower Fox River. In 1816, the first U.S. flagged sailing vessel arrived with garrison troops and provisions for Fort Howard.

By 1867, the principal commodities exported from Green Bay by sailing vessels were lumber, barrels, shingles, railroad ties and other forest products for building cities like Chicago and New York. In 1871, the Peshtigo Fire destroyed Northeast Wisconsin's forests and changed the Port of Green Bay.

In the late 1800s, agricultural products were being exported and Green Bay was known as the largest flour exporting port on the Great Lakes. By the mid-1930s, the Port shifted from exporting to importing with the arrival of coal and petroleum coke. Today, the Port continues to predominately import dry and liquid bulk commodities for Northeastern Wisconsin's manufacturing businesses.

The Port of Green Bay has developed over its history into a vital and exciting asset to our area and will continue to grow to meet the future needs of our community.

II. The Port of Today

The Port of Green Bay is now the western-most port of Lake Michigan. The Port offers the shortest, most direct route for shipments between the Midwest and the world. The Port provides modern, state-of-the-art facilities, which have the ability to facilitate economical cargo handling and safe navigation. Nationally known trucking lines provide overnight delivery within a 400-mile radius of the Port. Two major railroads and highway infrastructure also connect the Port with America's heartland.

The Port of Green Bay is a vital part of our local economy, our history and our lives. It plays an important role in the transportation of goods and commodities that are critical to the economic health of the region. The Port of Green Bay's commercial/industrial service area for import and export of commodities is as far south as Sheboygan, Wisconsin, west to Wausau, Wisconsin, and north into the Upper Peninsula of Michigan. Waterborne transportation provides an efficient and environmentally friendly mode of transportation.

The Port is accessed through a 13 mile long navigational channel in the bay of Green Bay with fourteen (14) Port businesses spanning the next three miles of the Fox River. These businesses move more than two million tons of cargo on over 200 ships each year. Nine terminal operators located on the Fox River are capable of handling dry bulk commodities such as coal, cement, limestone, salt, and others. Four terminal operators are capable of handling bulk liquids including tallow, petroleum products, chemicals and liquid asphalt. Two general cargo docks are capable of handling machinery, bagged agricultural commodities, wood pulp and forest products. Historically, the Port had been considered an export port, exporting more commodities than it has imported. With changes in markets, the Port is currently considered an import port

Created in 1928, the Brown County Harbor Commission is made up of individuals with an interest and expertise in business, port, and/or transportation related activities. The nine members of the Harbor Commission are appointed by the County Executive and serve as an oversight committee of the County Board. The Harbor Commission's role is to develop public policy for the Port. The Harbor Commission has exclusive oversight control of the commercial aspects of the day-to-day operations of the harbor.

Oversight and administration for the Port of Green Bay is provided by the Brown County Port & Resource Recovery Department. The Port's mission is to promote harbor improvements and waterborne transportation resulting in economic development and employment using the safe, efficient and cost-effective waterways as transportation corridors while taking into consideration the recreational opportunities the waterfront provides.

The United States currently ships only 2% of its domestic freight by water, while Europe and China ship 44% and 61%, respectively. Based on this, the Port of Green Bay is expected to continue to grow and to be an economic engine that sustains existing businesses and generating new opportunities in the future. The

Port continues to build awareness of the benefits of the Port to businesses that have commodities to import or export.

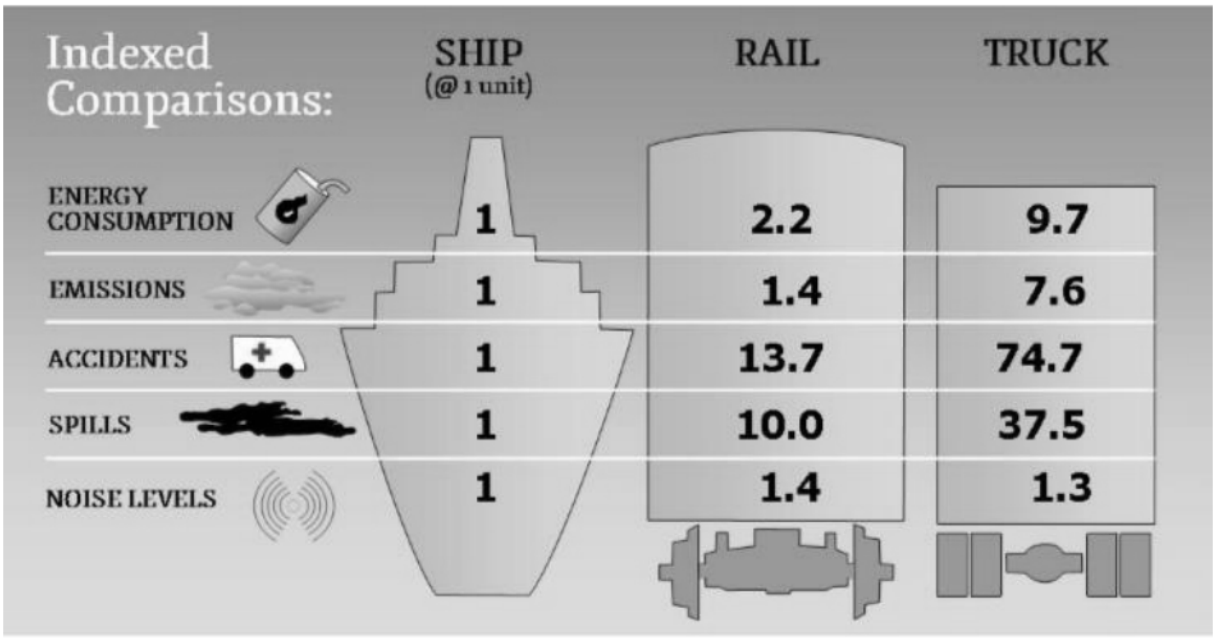
The Fox River Locks System had historically been an important part of Port operations as a means of transporting commodities up and down the Fox River between the Fox Valley and Green Bay. As the Fox River locks system is rehabilitated the Port will advocate for renewed commercial uses along the length of this historic transportation system between Green Bay and Lake Winnebago.

III. Port and the Environment

Waterborne transportation is the most cost-effective mode of transportation when compared to truck or rail. Per ton-mile, ships quietly move cargo farther and more efficiently than trucks or trains. Most importantly, ships move cargo safer than trucks and trains.

Consider that a ship destined for the Port of Green Bay carrying 18,000 tons of coal from Sandusky, Ohio on Lake Erie will burn over 7,000 gallons of fuel. However, if that same amount of coal was delivered to Green Bay by rail, it would take almost 200 rail cars burning 36,000 gallons of fuel. If that same amount of coal was delivered to Green Bay by truck, an additional 700 trucks burning over 110,000 gallons of fuel would be on our already congested highways.

Not only does waterborne shipping save fuel, but it also results in less fuel emission pollution. Using the coal example above, moving the same amount of cargo by rail would result in 1.4 tons of emissions or 7.6 tons of emissions by truck. Transporting this cargo by ship would result in only one (1) ton of emissions. With over 200 ships entering the Port of Green Bay annually, it is quite easy to see that moving cargo by ship is the “green” choice.



Waterborne transportation generates the least amount of air pollution, ground pollution, and water pollution. Waterborne transportation offers lower fuel consumption, fewer accidents, less noise and reduces congestion on our highways. For these reasons, the Port of Green Bay has a bright future not only economically, but environmentally, which benefits everyone.

IV. Economic Impact

The Port of Green Bay is a critical link in Wisconsin's transportation system and serves as a multi-modal distribution center connecting waterborne vessels with an extensive network of highways and railroads. The Port of Green Bay provides Northeast Wisconsin manufacturers a cost-effective way to receive raw materials from suppliers and to ship high-valued finished goods to customers.

Each year the Port of Green Bay transports over two million metric tons of coal, limestone, cement, salt, petroleum products including gasoline, diesel and ethanol, pig iron, fuel oil, forest products, liquid asphalt and many other essential commodities valued at over $105 million. The Port of Green Bay supports over 1,200 jobs resulting in $82 million in personal income, and has an annual economic impact on the Green Bay area of between $75 million and $100 million each year. The 14 port businesses pay over $9 million in local and state taxes.

The Port of Green Bay plays a vital role in providing Northeast Wisconsin with a natural competitive advantage for businesses to locate and prosper while paying good wages for families to live and thrive in our communities.

V. Strategic Themes

The Port of Green Bay is guided by a Mission and Vision focused on enhancing and growing the Port to benefit the people and economy of northeastern Wisconsin. The mission of the Port of Green Bay is to enhance the prosperity of the people of Northeast Wisconsin by providing facilities and infrastructure able to effectively and efficiently move commodities and goods across the nation. The following are four strategic themes this strategic plan will focus on.

- *World Class Operations*
- *Strong Business Development*
- *Enhanced Financial Performance*
- *Effective Public Relations and Marketing*

BROWN COUNTY
PORT OF
GREEN BAY

VISION

The Port of Green Bay is an integral part of a healthy Northeastern Wisconsin economy and provides a critical link to national and global markets for Wisconsin enterprises.

1. World Class Operations

Strive for the Port of Green Bay to be autonomous with world-class operations focused on maintaining existing infrastructure, building new infrastructure and removing barriers to moving commerce.

Strategic Initiatives

- *Acquire property for future Port activities and to diversify the Port's functions.*
- *Expand training and development opportunities for Port staff and the Harbor Commission.*
- *Be involved in efforts for the public good as related to the Port area and waterway (i.e. fishing pier, Renard Island end-use, education, Tallships, etc.).*
- *Be able to comply with a broad and increasing array of environmental and other regulatory requirements.*
- *Advocate for public policy at all levels of government that affects the Port's ability to deliver economic value to stakeholders and the region at international, national, regional and local levels.*
- *Ensure that those in governance process and structure have the ability to understand a variety of policy, operational, and related issues and their impact on effective port management.*
- *Maintain awareness of bonding and state and federal grant funding opportunities for capital improvement projects.*
- *Prepare to respond to opportunities and challenges associated with long-term growth in waterborne trade.*
- *Highlight and promote the strategic connectivity of the Port to other essential infrastructure in Northeastern Wisconsin including roads (I-43 & I-41) and rail (Class I and Class III common carriers).*

Strategic Action Items

- *Reduce barriers to waterborne transportation in Green Bay.*
- *Amend and extend 217 Agreement between Brown County and US Army Corps of Engineers for placement of Dredged Material at Bay Port.*
- *Expand Bay Port upon acquired 36-acre parcel of property.*

2. Strong Business Development

Strong business development efforts will focus on opening port opportunities for moving raw or finished goods to and from Northeast Wisconsin businesses through cost-effective and environmentally-conscious waterborne transportation. Ideas include; reaching beyond existing markets, establishing new economic development initiatives, facilitating or collaborating with others including public and private organizations and educational institutions that provide knowledge and contacts to new markets.

Strategic Initiatives

- *Advocate and protect all Port area industrial properties from competing demands and pressures from commercial and recreational land uses.*
- *Maintain active involvement and coordination with Wisconsin Economic Development Corporation and Wisconsin Department of Transportation in business development and freight planning efforts.*
- *Maintain collaborative relationships with key service providers (i.e., freight forwarders, shipper agents, etc.) focused on simplifying water-borne transportation for new shippers.*
- *Promote our Foreign Trade Zone to create new import/export capabilities through the Port.*
- *Explore the viability of intermodal container capabilities at the Port and inland. Support development of service, if viable. Exploration should include moving containers from Green Bay to Cleveland's European liner service, remote rail intermodal yards, and truck based intermodal models.*
- *Advocate for multi-modal transportation capabilities.*
- *Serve in leadership roles with WCPA, TDA, and any others.*
- *Promote/Encourage development and use of water related transportation.*
- *Promote domestic and international shipping.*

Strategic Action Items

- *Research import and export commodity types and quantities in Wisconsin.*
- *Explore moving containers from Green Bay to Cleveland's European liner service.*
- *Continue to pursue acquisition or other involvement in the future use of the WE Energies Pulliam Power Plant site to ensure property is used for its highest and best uses as industrial port property.*
- *Participate in the Freight Rail Infrastructure Improvement Program (FRIIP) study of Northeast Wisconsin intermodal needs and service.*
- *Assist and facilitate in establishing Green Bay as a cruise ship destination.*
- *Assist city of Green Bay with developing a US Coast Guard port security plan for Leicht's Park.*
- *Advance development of a remote rail intermodal yard(s).*
- *Get Port of Green Bay designated as a Marine Highway Project.*

3. Enhanced Financial Performance

Enhance financial performance by looking internally at existing revenues and expenses while focusing on how to better the rate of return on resources. Expand markets and revenues by looking for ways the Port can generate new sources of revenue while maintaining existing revenue streams. Expand markets that focus on economic health, sustainability and self-sufficiency. Revenue opportunities may include the foreign trade zone, land and building leases, beneficial reuse of dredge material, infrastructure, etc.

Strategic Initiatives

- *Promote Foreign Trade Zone (FTZ) general and subzone activity.*

Strategic Action Items

- *Recognize financial implications of expiring dock leases and develop an approach to offset lost revenues.*
- *Evaluate the 2008 Harbor Fee.*

- *Develop beneficial reuse opportunities for dredge materials at both Bay Port and Cat Island.*
- *Identify target properties for acquisition (Fox River Clean-up Property etc.) for additional physical space and facilities to expand Port operations.*

4. Effective Public Relations and Marketing

Effective public relations and marketing need to focus on sustainability, economics, and environmental messages. Deliverables need to be creative, market-based decisions that strengthen the Port and the regional economy while protecting the environment. These efforts discourage pollution and other environmental side-effects while simultaneously helping to develop and support new markets and economic prosperity. Sustainable economics are based on moving toward "green" initiatives that are desired by public opinion and which may develop a market opportunity. This could include collaborating with environmental groups, recreational boaters and other groups to work cooperatively towards a greener, cleaner economic environment.

<u>Strategic Initiatives</u>

- *Strive for the Port to be continually viewed as the authority and expert on Port, transportation and water related topics. Must be credible, balanced and honest.*
- *Become a source for exchange of information regarding waterborne commerce.*
- *Maintain and enhance newsletters, website and social media efforts.*
- *Develop outreach/collaborative program with local environmental groups.*
- *Extend visibility of the Port of Green Bay through participation in targeted trade missions, exhibitions, conferences and similar forums.*
- *Monitor legislation and advocate for sound policy.*
- *Successfully educate public, elected officials, terminal operators and businesses.*
- *Advocate for environmental benefits of waterborne shipping while recognizing and advocating for environmental protection (emissions, invasive species, etc.).*
- *Continue and expand upon marketing efforts promoting Port capabilities.*

Strategic Action Items

- *Commit to a presence in Washington D.C. and Madison, WI (Annually)*
- *Exhibit Port of Green Bay at targeted trade missions, exhibitions, conferences or similar forums each year.*
- *Determine public access capabilities at Cat Island with Cat Island Advisory Committee.*
- *Create Education/Certification program for Terminal Operators and key partners to understand impact of their operations and freight movements (including emissions savings with their port movements).*
- *Market the Port as a cost-effective means of exporting material.*
- *Implement first phase of Renard Island End-Use Plan though grants and fundraising*
- *Lease Renard Island property for use compatible with the Bay Beach area or trade property for another property that has Port-related capabilities.*
- *Participate in a study of Northeast Wisconsin intermodal needs and service*

VI. Implementation Plan

The final Strategic Plan adopted by Brown County for the Port of Green Bay will be implemented annually through the creation of an annual operating plan created by the Harbor Commission. The operating plan will consist of specific goals and objectives for the Harbor Commission and staff to accomplish during the calendar year. The operating plan will be created by July 1 of each year for the following year for incorporation in the annual budget.

PORT OF GREEN BAY
PROPERTY ACQUISITION PLAN

Adopted
September 12, 2016

Brown County Harbor Commission

Tom Klimek President
Bryan Hyska Vice President
Ron Antonneau
Bernie Erickson
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Introduction

The Port of Green Bay last completed a property acquisition plan in April of 2003. The plan set a goal of creating greater self-sufficiency by expanding new Port revenues and decreasing tax levy dependence. This was partially accomplished through the acquisition of the Bylsby property and establishing the Port as an Enterprise Department of Brown County. A new plan is needed to help market and expand the Port and assure Port properties are preserved from non-Port related uses. The Port's *2015 Strategic Plan* focused on developing business opportunities for the Port as well as undertaking efforts to make the Port more self-sufficient as a means to attract new businesses.

Most ports own their waterfront property and operate or long-term lease the properties to businesses able to utilize the waterway. Successful ports are involved in leasing land and/or buildings, dock and wharfage charges at public docks, foreign trade zones, and other non-port ventures including marinas and tour ships. It is clear that property ownership is involved in successful ports. By owning the property, the Port can ensure the property will always be used for port purposes. In the Port of Green Bay, private parties own all the riverfront property. Unfortunately, if the private parties are not interested in using the port, the port cannot accommodate the Port's needs.

Goals

The Port's goals and objectives include infrastructure improvement, expanding the visibility and viability of the port, increasing port tonnage, expanding cargo shipping, coordinating redevelopment initiatives consistent with the interests of commercial commerce and expanding terminal facilities. These goal and objectives are clearly related to real estate activities.

The *Port of Green Bay 2015 Strategic Plan* identified acquisition and development of property for Port purposes as strategic action items the Port needs to focus on. The strategic plan identified the following goals and objectives related to property acquisition and development:

> ***Port of Green Bay 2015 Strategic Plan Goals***
>
> *3. Enhanced Financial Performance*
>
> Enhance financial performance by looking internally at existing revenues and expenses while focusing on how to better the rate of return on resources. Expand markets and revenues by looking for ways the Port can generate new sources of revenue while maintaining existing revenue streams. Expand markets that focus on economic health, sustainability and self-sufficiency. Revenue opportunities may include the foreign trade zone, land and building leases, beneficial reuse of dredge material, infrastructure, etc.
>
> ***Strategic Initiatives***
>
> - *Promote Foreign Trade Zone (FTZ) general and subzone activity.*
>
> ***Strategic Action Items***
>
> - *Identify target property for acquisition based on Port Opportunity Study strategy for additional physical space and facilities to expand Port operations. (2017)*
> - *Develop and lease available land at the Bylsby Property. (2018)*
> - *Identify other target properties for acquisition (WPS Pulliam Plant, Fox River Clean-up Property etc.) for additional physical space and facilities to expand Port operations. (2019)*

In order to be a successful property acquisition plan, the Port will need to establish a set of goals and processes so that it can make the best use of the Port resources when opportunities arise. This plan is designed to meet the following goals.

- *To seek properties strategically located within the Port capable of supporting port development and available for long-term leases.*
- *To identify potential properties that are of a sufficient scale and character to allow for the development of Port facilities such as dock or wharf facilities, storage facilities or other harbor improvements. Projects involving smaller acreage will be considered if these lands will offer the opportunity to significantly enhance the facilities of an adjacent Port property.*

Port Funding Options

A. Bonding

In order to successfully meet these goals and objectives, the Port needs to have the necessary tools, including bond financing capabilities, to be successful. The capability to borrow through bonding would allow the Port to purchase and develop real estate for the expansion of the port. As an example, the Duluth Port Authority is basically an economic development agency. The port of Duluth has determined the risk of owning and leasing land and buildings is worth the return on investment. Duluth's average annual rate of return on investments is 8-12 percent. The return can be negotiated in many ways dependent upon the operator's initial needs.

One type of bond commonly used by ports is industrial revenue bonds. Under Wisconsin Statutes s. 66.1103, counties have the authority to issue industrial revenue bonds. These bonds may be issued to help finance industrial projects in a port including dock or wharf facilities and the repair or new construction of dry dock facilities, storage facilities or other harbor improvements. Successful ports are involved in real estate, whether they are buying, selling, leasing property and buildings or operating their own port facilities. Real estate activities are the revenue generating engine that drives port expansion and development. Allowing the Port of Green Bay to begin dealing in real estate would foster and spur the economic growth of the Port, the city of Green Bay and Brown County. Without this ability the Port's likelihood to expand and grow are significantly limited. The city of Green Bay should welcome any effort to economically develop the waterfront in a manner that promotes redevelopment.

The Port should seek property investments which produce the highest yields possible, while carrying an acceptable level of risk. The main mitigation measure in managing risk is to target investments which are leased to 'blue chip' tenants and on relatively long leases. In this way, the Port will be primarily buying a secure income stream and the buildings themselves become almost secondary considerations. The purpose of acquiring and holding property for investment purposes is primarily to generate income.

B. Grant Opportunities

A number of federal and state grant programs can provide funding for acquisition and development of port infrastructure. State grant programs include:

- Wisconsin Department of Transportation (WisDOT) Harbor Assistance Program (HAP) helps to pay for major port-related improvements;
- WisDOT Transportation Economic Assistance (TEA) Program provides 50 percent state grants to governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects that help attract employers to Wisconsin or encourage business and industry to remain and expand in the state;
- Wisconsin Economic Development Corporation (WEDC) Idle Sites Redevelopment Program offers grants to Wisconsin communities for implementation of redevelopment plans for large commercial or industrial sites that have been idle, abandoned, or underutilized for a period of at least five years. Grants of up to $500,000 are available. Eligible sites include industrial properties of 5 acres or more or commercial properties of 10 acres or more;
- WEDC Community Development Investment Grant Program supports urban, small city and rural community re/development efforts by providing financial incentives for shovel-ready projects with

emphasis on, but not limited to, downtown community-driven efforts. Grants up to $250,000 are available and applications are accepted throughout the fiscal year.

- The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides funding from the US DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Project sponsors at the State and local level can receive funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. TIGER can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but have limited sources of Federal funds. TIGER can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others. Approximately $500 million in funding is available in each round of TIGER.
- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program. FASTLANE grants, authorized by the FAST Act's Nationally Significant Freight and Highway Projects (NSFHP) program, will fund small and large projects, based on project size, that meet statutory requirements. Large projects (equal to the lesser of $100 million or a certain specified statutory percentage of the project state's FY 2015 apportionment) are eligible for a minimum award of $25 million. Small projects, which consist of projects below the minimum large project size threshold, are eligible for a minimum award of $5 million.

C. Port Finances

The Port maintains a number of funds that could be used in whole or part for acquisition and development of Port properties. As of the end of 2016, it was estimated that the Port had approximately $2 to 2.5 million in funds available for property acquisition.

Property Ranking Criteria

The key considerations for the Port and the Harbor Commission when acquiring property include:

- High priority will be given to properties that are of sufficient scale and character so as to be readily developed for port infrastructure opportunities.
- High priority will be given to large properties located within the Port of Green Bay with direct waterfront access, an improved dockwall, adjacent rail access and a dockage depth of 24 feet or more. In addition higher consideration will be given to parcels that have existing port infrastructure or facilities and have a lower cost of acquisition.
- Priority will be given to parcels that have access to highways and have a lower cost of clean-up and development.
- Additional consideration will be given to properties that are consistent with the long-range plan of the area, are compatible with the surrounding land uses and are currently zoned for port uses.
- Priority will be given to properties that are easily accessible from well-traveled transportation corridors.

Additional considerations that will need to be taken into account as, properties become available, include:

- Rate of return - the rate of return from the property through annual lease income will need to be equivalent or better to the returns that could be earned from alternate investments.
- Risk – the level of risk that the investment carries is generally related to the rate of return on investment, the higher the return often equates to a higher level of risk.
- Growth - property has the potential for both revenue and capital growth. Property values can fall as well as rise and mechanisms to minimize revenue reductions should be identified.

Evaluation of Properties

The Port completed an inventory of potential Port waterfront properties in 2013 as part of the *Port Opportunity Study*. Several additional sites were added to the list of properties to be evaluated based on input from Harbor Commissioners. Sites that were considered for future Port development and/or acquisition are listed on the following pages. Each site was evaluated based on an assessment matrix designed to allow for a basic evaluation of properties as they become available to ensure that they are consistent with the Port's long-term goals. Assessment factor values were assigned based on readily available information at the time and may change over time. Each property could be assigned a total of 285 points though the highest any property ranked was 185 while the lowest was 105. The assessment factors associated with costs of acquisition, clean up and development have the greatest level of uncertainty and will likely change the most over time.

Site _____

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (5)			0 - 20		20
Improved Dockwall or Slip	No (0)	Yes (5)			0 - 30		30
Is Property Available	No (0)	Yes (5)			0 - 10		10
Existing Port Infrastructure/Enhancements	No (0)	Yes (5)			0 - 20		20
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30		30
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30		30
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15		15
Compatible Adjacent Land Use	No (0)	Yes (5)			0 - 10		10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10		10
Consistent Future Land Use Plan	No (0)	Yes (5)			0 - 10		10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10		10
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30		30
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30		30
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15		15
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15		15
Other							
Other							
						Total	**285**

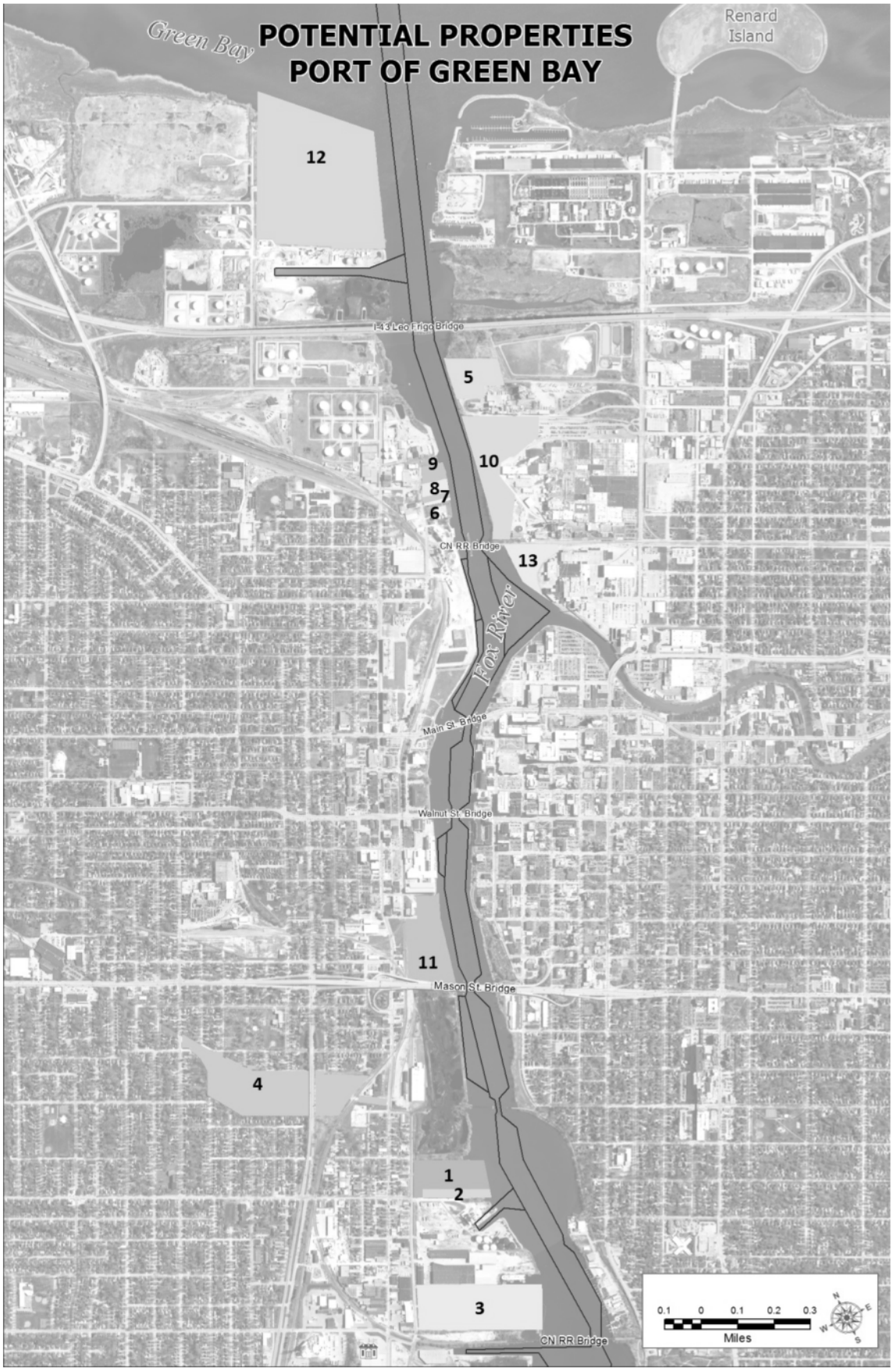
The following table represents a summary of the properties evaluated in this report based solely on their Assessment Factors. Cost of acquisition and development as well as the location and size of each parcel can affect the value of the property for Port uses. The four parcels on McDonald Street should be considered as one property since none is large enough to develop for Port uses. The same is true for Sites #1 and #2 along and near 9th Street, which need to be considered as a single property to effectively develop them for Port infrastructure. Due to the increase in combined costs of acquiring and developing these properties as a group, their scores drop using the assessment matrix providing a more accurate assessment of their value for Port development.

Port of Green Bay Property Evaluation Summary

Site	Score
Site #12 - WPS Pulliam	185
Site #11 - Arndt St. Property	180
Site #10 - P&G Eastman Mill	180
Site #13 - GP East Parcel	155
Site #3 - Georgia-Pacific (TetraTech)	145
Site #4 - Oakland Ave Rail Yard	145
Site #2 - End of Ninth LLC	130
Site #6 - 1016 McDonald St. Residence	125
Site #5 - Green Bay Packaging	120
Site #1 - Green Bay Drop Forge	120
Site #7 - 1020 McDonald St. Warehouse	115
Bylsby Site	110
Site #8 - 1028 McDonald St. Boat Storage	110
Site #9 - 1112 McDonald St. Outdoor Storage	105

Port of Green Bay Revised Property Evaluation Summary

Site	Score
Site #12 - WPS Pulliam	185
Site #11 - Arndt St. Property	180
Site #10 - P&G Eastman Mill	180
Site #13 - GP East Parcel	155
Site #3 - Georgia-Pacific (TetraTech)	145
Site #4 - Oakland Ave Rail Yard	145
Site #5 - Green Bay Packaging	120
9th St Properties	95
Site #1 - Green Bay Drop Forge	
Site #2 - End of Ninth LLC	
McDonald St. Properties	95
Site #6 - 1016 McDonald St. Residence	
Site #7 - 1020 McDonald St. Warehouse	
Site #8 - 1028 McDonald St. Boat Storage	
Site #9 - 1112 McDonald St. Outdoor Storage	


POTENTIAL PROPERTIES
PORT OF GREEN BAY
Green Bay
Renard Island
Fox River
I-43 Leo Frigo Bridge
CN RR Bridge
Main St. Bridge
Walnut St. Bridge
Mason St. Bridge
CN RR Bridge
12
5
9
10
8
7
6
13
11
4
1
2
3
0.1 0 0.1 0.2 0.3
Miles
N
E
W
S

A. Existing Port Property

The Port of Green Bay currently owns a 12.6 acre site located west of the Fox River Dock Company and Great Lakes Calcium at 1445 Bylsby Avenue. The property formerly was the site of a small bulk petroleum product tank farm and all buildings have been removed. The site has been filled and leveled and is ready for use. The Port of Green Bay is currently leasing approximately 3.6 acres of the site for bulk commodity storage. The Port maintains an easement on the north side of the property for access to the remaining 9 acres. The site is included for comparison as well as presenting an opportunity for further Port infrastructure development if an interested party can be found.

1445 Bylsby Avenue	
Ownership	Port of Green Bay
Land Use	Industrial
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	12.6 acres
Waterfront	No
Established Bulkhead Line	N/A
Improved Dockwall or Slip	N/A
Shoreline Materials	N/A
Rail Access	Yes
Distance to closest state/federal highway	1 mile
Distance to nearest dock	400 feet
Assessed or Estimated Land Value (2015)	Tax Exempt est.$69,300
Assessed or Estimated Improvement Value	$0

Bylsby Site

Evaluation Criteria	Assessment Factors: Low (0) ← → High				Range	Value	Points
Waterfront Access	No (0)	Yes (20)			0 - 20	No	0
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	Yes	10
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	12.6 ac	10
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	NA	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	5280 ft	0
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Adj	15
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	NA	0
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $250000	15
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $250000	15
Other							
Other							
						Total	**110**

B. Potential Port Properties

#1 - 1341 State Street	
Ownership	Green Bay Drop Forge
Land Use	Industrial
Surrounding Land Use	Industrial and Commercial
Zoning District	General Industrial (GI)
Acreage	10.6 acres
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	No
Shoreline Materials	Stone/rock rip-rap
Rail Access	Yes
Distance to closest state/federal highway	1,700 feet
Current depth at Dockage	Approx. <3’
Assessed or Estimated Land Value (2015)	$383,700
Assessed or Estimated Improvement Value	$512,600

The 10.6 acre property at 1341 State Street is located on the west side of the Fox River toward the southerly end of the dredged shipping channel. The business currently located on the site, Green Bay Drop Forge is not dependent on a waterfront location for either import/export of goods or use of the water for manufacturing purposes, and would therefore be a good candidate for a cooperative relocation. Lafarge Corporation and RGL Holdings are two port operators located immediately south of the property and the C. Reiss Coal Company is located to the immediate north. A rail spur runs along the western end of the property, adjacent to State Street. The property’s location between two current port operators and other commercial/industrial development lends itself well to potential future use for port-related activities.

In order to take advantage of the waterfront site for port-related purposes, the existing rock/stone rip-rap shoreline would need to be improved to provide property dockage for port-related imports or exports via lake-bound ships. Typical dockage would involve the installation of sheet piling or other docking mechanisms to facilitate the offloading or loading of the various types of materials shipped through the Port of Green Bay. In addition to an improved dockwall, the river would most likely need to be dredged to the 24’ depth necessary for most Great Lakes cargo ships.

Site #1 - Green Bay Drop Forge

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	10.6 ac	10
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	< 3ft	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	1700 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Adj	15
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $1 mil	20
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $2 mil	5
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $2 mil	0
Other							
Other							
						Total	**120**

#2 - 130 Ninth Street	
Ownership	End of Ninth, LLC
Land Use	Industrial
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	2.7 acres
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	No
Shoreline Materials	Stone/rock rip-rap
Rail Access	No
Distance to closest state/federal highway	1,700 feet
Depth at Dockage	Approx. <3’
Assessed or Estimated Land Value (2015)	$70,800
Assessed or Estimated Improvement Value	$56,200

The 2.7 acre parcel of land located at 130 Ninth Street is located on the west side of the Fox River toward the southerly end of the dredged shipping channel. It is not evident the business currently located on the site is required to have waterfront access for either import/export of goods or use of the water for manufacturing purposes, and could therefore be a good candidate for a cooperative relocation. LaFarge Corporation and RGL Holdings are two port operators located immediately south of the property and Green Bay Drop Forge, also a potential candidate for cooperative relocation is located to the immediate north. The property’s location immediately north of current port operators and immediately south of a potential future port related use lends itself well to potential future use for port-related activities.

Although the site is located on the waterfront, it only has approximately 120 feet of the shoreline. Provided a cooperative relocation is successful with Green Bay Drop Forge and the current owners of this site, it may be advantageous to combine the two parcels into one larger parcel to maximize the potential dockage area. In order to take advantage of the waterfront site for port-related purposes, the existing rock/stone rip-rap shoreline would need to be improved to provide property dockage for port-related imports or exports via lake-bound ships. Typical dockage would involve the installation of sheet piling or other docking mechanisms to facilitate the offloading or loading of the various types of materials shipped through the Port of Green Bay. In addition to an improved dockwall, the river would most likely need to be dredged to the 24’ depth necessary for most Great Lakes cargo ships.

Site #2 - End of Ninth LLC

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	2.7 ac	0
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	<3 ft	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	1700 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	No	0
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $250000	30
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $250000	15
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $250000	15
Other							
Other							
						Total	**130**

#3 - 1611 State Street	
Ownership	Georgia Pacific (TetraTech)
Land Use	Industrial
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	27.2 acres
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	No
Shoreline Materials	Stone/rock rip-rap
Rail Access	Adjacent
Distance to closest state/federal highway	2,500 feet
Depth at Dockage	Approx. 0-10’
Assessed or Estimated Land Value (2015)	$51,300
Assessed or Estimated Improvement Value	$0

1611 State Street, located on the west bank of the Fox River near the southerly limits of the shipping channel is the current site of the Green Bay processing facility for polychlorinated biphenyl (PCBs) remediation of the Fox River. This is the primary base of operations for the dewatering, sediment processing, water treatment operations, and material handling occurs. The land is currently owned by Georgia-Pacific and the buildings holding the presses for compacting the hydraulically dredged sediments are located on site. Adjacent uses include port operators RGL Holdings to the north and Georgia-Pacific to the south. A grade elevated rail line is located along the southerly boundary of the property and extends on a bridge across the Fox River.

Considering the sediment cleanup project is anticipated to be completed in 2017, the use of the site for processing sediments will no longer be needed. The existing buildings on the site are all modern steel shell buildings with very high ceilings and could conceivably be retrofitted for port-related manufacturing processes such as shipbuilding, warehousing, or other similar uses that could take advantage of the site’s waterfront location and potential rail access.

In order to efficiently utilize the waterfront site for port-related purposes, the existing rock/stone rip-rap shoreline and partial slip would need to be improved to provide proper dockage for port-related imports or exports via lake-bound ships. Typical dockage would involve the installation of sheet piling or other docking mechanisms to facilitate the offloading or loading of the various types of materials shipped through the Port of Green Bay. In addition to an improved dockwall, the river would most likely need to be dredged to the 24' depth necessary for most Great Lakes cargo ships.

Site #3 - Georgia-Pacific (TetraTech)

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	Yes	10
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	27.2 ac	20
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	<10 ft	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	2500 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Adj	15
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $1 mil	20
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $2 mil	5
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $2 mil	5
Other							
Other							
						Total	**145**

#4 - 1000 S. Oakland Avenue	
Ownership	Wisconsin Central LTD
Land Use	Former Intermodal Rail Yard
Surrounding Land Use	Residential
Zoning District	General Industrial (GI)
Acreage	36.3 acres
Waterfront	No
Established Bulkhead Line	Not Applicable
Improved Dockwall or Slip	Not Applicable
Shoreline Materials	Not Applicable
Rail Access	Yes
Distance to closest state/federal highway	3,600 feet
Depth at Dockage	Not Applicable
Assessed or Estimated Land Value (2015)	Tax Exempt est $0
Assessed or Estimated Improvement Value	$0

The 1000 South Oakland Avenue site is located on the near west side of the City of Green Bay and contains approximately 36 acres of land including rail lines and sidings. The site was historically used as an intermodal site for the transfer of goods shipped on rail to trucks for local delivery and more recently as a staging area for delivery of wind turbine components. The site has not been actively used as an intermodal site for a number of years, however it is still owned by Wisconsin Central, which is a subsidiary of Canadian National. The surrounding land uses are predominantly residential with industrial/commercial uses on the far eastern side of the property. Although the site is not located on the waterfront, it is approximately 2,000 feet from the Fox River and is a large parcel of land with rail access that has generally been used for transportation purposes.

The Port of Green Bay, Brown County, and a number of regional businesses are interested in restarting the intermodal yard to take advantage of the potential port/rail/truck connections at the site. According to a survey conducted by the Brown County Port/Rail Intermodal Ramp Committee, there is a potential for 80,000 container lifts in the area. By utilizing rail instead of truck, the committee found a potentially significant cost savings to area manufacturers and bottom-line benefits to Canadian National. Reopening an intermodal yard at this site would help to facilitate the efficient import, export, and distribution of goods throughout Northeastern Wisconsin and the Upper Peninsula of Michigan by rail and ship.

Site #4 - Oakland Ave Rail Yard

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	No	0
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	Yes	10
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	36.3 ac	30
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	0	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	No	0
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	No	0
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	3600 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Yes	30
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $1 mil	20
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $250000	15
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $1 mil	10
Other							
Other							
						Total	**145**

#5 - Part of 1601 N. Quincy Street	
Ownership	Green Bay Packaging, Inc.
Land Use	Trailer Storage
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	8.9 acres (approximately)
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	No
Shoreline Materials	Stone/rock rip-rap
Rail Access	Yes
Distance to closest state/federal highway	5,100 feet
Depth at Dockage	Approx. 10-15’
Assessed or Estimated Land Value (2015)	$1,498,200
Assessed or Estimated Improvement Value	$4,264,300

1601 North Quincy Street is part of Green Bay Packaging’s manufacturing complex on the east side of the Fox River, just south of the I-43 (Leo Frigo) Bridge. The potential port use site is currently utilized by Green Bay Packaging for semi-trailer storage, which is not a waterfront dependent land use. Surrounding land uses are mixture of industrial uses (manufacturing and landfill) and environmental areas. The shoreline consists of rock rip-rap, trees, and brushy vegetation.

In order to utilize this site for port-related uses, a parcel sale or long-term lease agreement would first need to be reached with Green Bay Packaging for the land and alternative trailer parking would need to be found. In addition, access to the site would need to be obtained from North Quincy Street via easement or the creation of a separate parcel with street frontage. Although the process to utilize the site for a port-related use may be difficult, the site location has strong advantages, including it being located relatively close to the mouth of the Fox River which eliminates the need for bridge openings, located in a heavy industrial area, and the approximately nine acres of contiguous, waterfront land. Even if the Port of Green Bay could not reach an agreement with Green Bay Packaging to lease the site, Green Bay Packaging could conceivably privately lease the site to a waterfront dependent business, thereby expanding overall economic development activity.

Site #5 - Green Bay Packaging

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	8.9 ac	5
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	10-15 ft	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	5100 ft	0
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Yes	30
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $2 mil	10
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $1 mil	10
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $2 mil	0
Other							
Other							
						Total	**120**

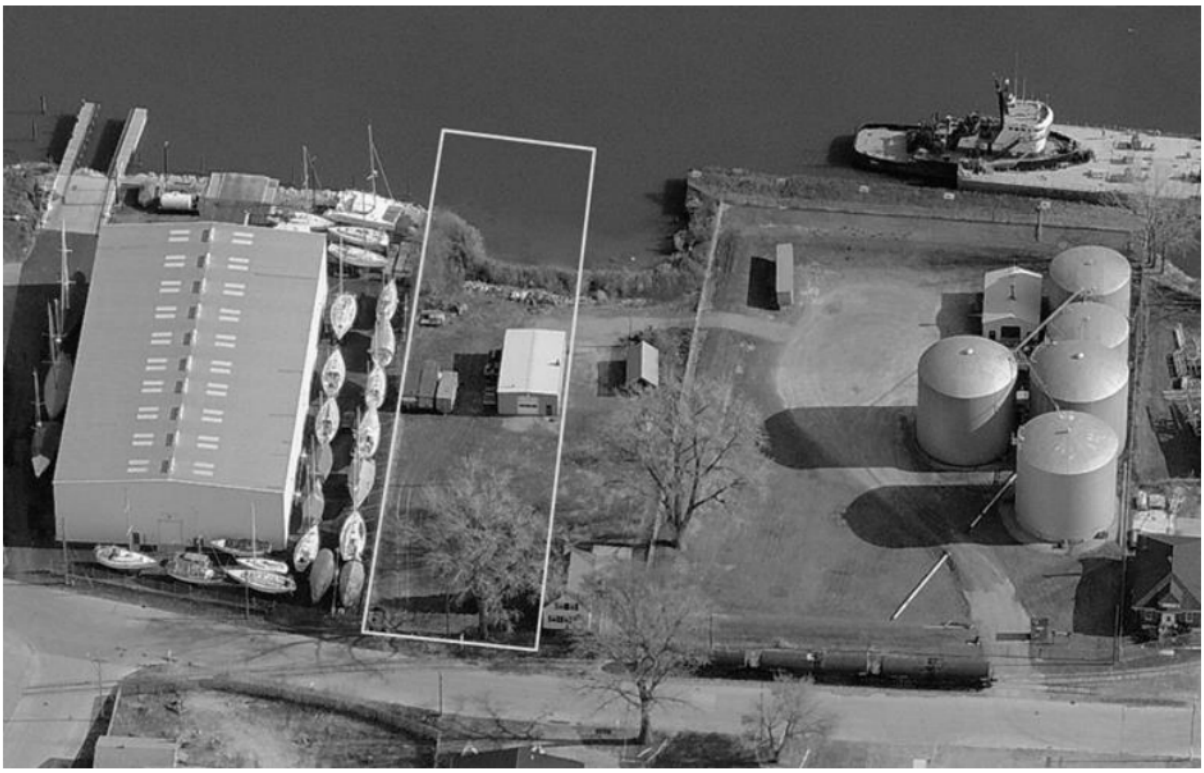
#6 - 1016 McDonald Street	
Ownership	Jolliffe Geraldine A. Trust Agt et.al.
Land Use	Residential
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	0.40 acres
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	No
Shoreline Materials	Rock/stone rip-rap and brush
Rail Access	Yes
Distance to closest state/federal highway	2,060 feet
Depth at Dockage	Approx. <3’
Assessed or Estimated Land Value (2015)	$11,300
Assessed or Estimated Improvement Value	$41,700

The 1016 McDonald Street site is a small, residential waterfront parcel located in a heavily industrialized part of the west side of the Fox River, immediately north of the Sanimax terminal and south of indoor/outdoor boat storage and a small warehouse. The shoreline consists of small rock rip-rap and brushy vegetation and a rail spur crosses the front of the parcel. Although the site is relatively small for port-related uses, it could be combined with the three parcels immediately north of the subject parcel to create an approximately 4.8 acre waterfront parcel with rail access. Additionally, there are a number of small parcels west of State Street and south of Alexander Street with warehouses that are either for sale or in a general state of disrepair. These parcels could be combined to create an additional 4.6 acres of land to support the subject parcel’s potential port-related reuse. Vacating Warren Street would add an additional 0.4 acres to the total available land.

Site #6 - 1016 McDonald St. Residence

Evaluation Criteria	Assessment Factors: Low (0) ← → High				Range	Value	Points
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	0.40 ac	0
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	< 3 ft	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Res	0
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	2060 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Adj	15
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $250000	30
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $250000	15
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $1 mil	10
Other							
Other							
						Total	**125**

#7 - 1020 McDonald Street	
Ownership	Thomas N. Hermes
Land Use	Industrial
Surrounding Land Use	Residential and Industrial
Zoning District	General Industrial (GI)
Acreage	0.81 acres
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	No
Shoreline Materials	Rock/stone rip-rap and brush
Rail Access	No
Distance to closest state/federal highway	2,100 feet
Depth at Dockage	Approx. <3’
Assessed or Estimated Land Value (2015)	$31,200
Assessed or Estimated Improvement Value	$48,500



The 1020 McDonald Street site is immediately north of the 1016 McDonald Street site and consists of a small warehouse and outdoor storage on approximately 0.8 acres of land on the west side of the Fox River, generally north of the Sanimax Terminal. Surrounding land uses are primarily industrial with a residential use located immediately to the south and indoor/outdoor boat storage located to the north. The shoreline consists of small rock rip-rap and brushy vegetation. Although the site is relatively small for port-related uses, it could be combined with the two parcels immediately north and one parcel immediately south of the subject parcel to create an approximately 4.8 acre waterfront parcel with rail access. Additionally, there are a number of small parcels west of State Street and south of Alexander Street with warehouses that are either for sale or in a general state of disrepair. These parcels could be combined to create an additional 4.6 acres of land to support the subject parcel’s potential port-related reuse. Vacating Warren Street would add an additional 0.4 acres to the total available land.

Site #7 - 1020 McDonald St. Warehouse

	Assessment Factors						
Evaluation Criteria	**Low (0) ← → High**				**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	0.81 ac	0
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	< 3 ft	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	No	0
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	2100 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	No	0
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $250000	30
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $250000	15
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $1 mil	10
Other							
Other							
						Total	**115**

#8 - 1028 McDonald Street	
Ownership	The Boatyard, LLC
Land Use	Commercial Indoor/Outdoor Boat Storage
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	1.65 acres
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	No
Shoreline Materials	Rock/stone rip-rap and brush
Rail Access	No
Distance to closest state/federal highway	2,250 feet
Depth at Dockage	Approx. 5-10’
Assessed or Estimated Land Value (2015)	$87,500
Assessed or Estimated Improvement Value	$649,700

The 1028 McDonald Street site is approximately 1.7 acres and is located on the west side of the Fox River near the end of McDonald Street. The building is currently owned by The Boatyard, LLC for indoor and outdoor boat storage, maintenance, and dockage. A wholesale seafood business is located to the north and a small warehouse is located to the south. The shoreline generally consists of rock rip-rap, brushy vegetation, and a boat launch facility for the business. Because this use is dependent upon a waterfront location, relocation of the business could be problematic. Although the site is relatively small for port-related uses, it could be combined with the two parcels immediately south and one parcel immediately north of the subject parcel to create an approximately 4.8 acre waterfront parcel with rail access. Additionally, there are a number of small parcels west of State Street and south of Alexander Street with warehouses that are either for sale or in a general state of disrepair. These parcels could be combined to create an additional 4.6 acres of land to support the subject parcel’s potential port-related reuse. Vacating Warren Street would add an additional 0.4 acres to the total available land.

Site #8 - 1028 McDonald St. Boat Storage

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	1.65 ac	0
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	5-10 ft	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	2100 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	No	0
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $1 mil	20
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $1 mil	10
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $1 mil	10
Other							
Other							
						Total	**110**

#9 - 1112 McDonald Street	
Ownership	CompuFab, LLC
Land Use	Wholesale
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	1.9 acres
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	No
Shoreline Materials	Rock/stone rip-rap and brush
Rail Access	No
Distance to closest state/federal highway	2,460 feet
Depth at Dockage	Approx. <3’
Assessed or Estimated Land Value (2015)	$91,600
Assessed or Estimated Improvement Value	$181,700

The 1112 McDonald Street site is approximately 1.9 acres and is located on the west side of the Fox River at the end of McDonald Street. A petroleum trucking company associated with the bulk petroleum storage tanks is located to the north and indoor/outdoor boat storage is located to the south. The building is currently used by Blue Harbor Fish and Seafood LLC for wholesale distribution of fish and seafood to Wisconsin and surrounding states, while the exterior portions of the site are used for outdoor boat and trailer storage. The unimproved shoreline consists of small rock rip-rap and brushy vegetation. Although the site is relatively small for port-related uses, it could be combined with the three parcels immediately south of the subject parcel to create an approximately 4.8 acre waterfront parcel with rail access. Additionally, there are a number of small parcels west of State Street and south of Alexander Street with warehouses that are either for sale or in a general state of disrepair. These parcels could be combined to create an additional 4.6 acres of land to support the subject parcel’s potential port-related reuse. Vacating Warren Street would add an additional 0.4 acres to the total available land.

Site #9 - 1112 McDonald St. Outdoor Storage

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	No	0
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	1.9 ac	0
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	< 3 ft	0
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	0
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	2460 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	No	0
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	< $250000	30
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $1 mil	10
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $1 mil	5
Other							
Other							
						Total	**105**

#10 - Part of 700 Eastman Avenue	
Ownership	Procter & Gamble Paper Products Company
Land Use	Industrial
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	21.9 acres (approximately)
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	Partial – 605’
Shoreline Materials	Sheet piling, rock/stone rip-rap and brush
Rail Access	Yes
Distance to closest state/federal highway	4,980 feet
Depth at Dockage	Approx. 17-21’
Assessed or Estimated Land Value (2015)	(portion of) $3,636,600
Assessed or Estimated Improvement Value	(portion of) $32,652,600

The 700 Eastman Avenue site is part of the Procter & Gamble Paper Products Company. The potential port use site is currently utilized by Procter & Gamble for semi-trailer storage, and rail access, which are not waterfront-dependent uses of land. Surrounding land uses are heavily industrialized with a main rail line running east-west across the southern boundary of the property. The shoreline consists of an existing 605’ section of sheet piling, rock rip-rap, trees, and brushy vegetation.

In order to utilize this site for port-related uses, a parcel sale or long-term lease agreement would first need to be reached with Green Bay Packaging for the land, alternative trailer parking would need to be found, and rail spur access to the mill would need to remain uninterrupted. In addition, street access to the site would need to be obtained from North Quincy Street via easement or the creation of a separate parcel with street frontage. Although the process to utilize the site for a port-related use may be difficult, the site location has strong advantages, including it being located relatively close to the mouth of the Fox River which eliminates the need for bridge openings, located in a heavy industrial area, and the approximately 22 acres of contiguous, waterfront land. Even if the Port of Green Bay could not reach an agreement with Procter & Gamble to lease the site, Procter & Gamble could conceivably privately lease the site to a waterfront dependent business, thereby expanding overall economic development activity.

Site #10 - P&G Eastman Mill

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	Yes	30
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	21.9 ac	20
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	21 ft	10
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	4980 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Yes	30
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	> $1 mil	10
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $1 mil	5
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $1 mil	5
Other							
Other							
						Total	**180**

#11 - 239 Arndt Street	
Ownership	City of Green Bay Redevelopment Authority
Land Use	Vacant
Surrounding Land Use	Commercial / Industrial
Zoning District	Downtown District 2
Acreage	13.7 acres (approximately)
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	Partial
Shoreline Materials	525' sheet piling, rock/stone rip-rap and brush
Rail Access	Yes
Distance to closest state/federal highway	4,980 feet
Depth at Dockage	Approx. 6' in slip; Approx. 16-20' at existing south dockwall
Assessed or Estimated Land Value (2015)	Tax Exempt est
Assessed or Estimated Improvement	$0

The 239 Arndt Street site is currently owned by the Green Bay Redevelopment Authority. The site was a former bulk coal and salt storage site, which was subsequently cleaned up through a grant in the late 1990s to ready the site for non-port related redevelopment. For various reasons, redevelopment of the site for residential, commercial, and recreational use has not occurred. Surrounding land uses include an active rail line, mixture of commercial and industrial uses, and the Mason Street Bridge. The site includes a slip and the shoreline generally consists of a 525' section of sheet piling south of the slip and rock rip-rap.

The City of Green Bay intends for this property to be redeveloped in a manner consistent with their comprehensive plan, which means a mixture of commercial and residential uses to anchor the southern end of the Broadway District. Although this site is outside one of the four port-related opportunity areas, the site could be used as a temporary transfer point for non-bulk commodities, such as shipping containers, steel, and wind turbine components under a lease agreement with the Green Bay Redevelopment Authority until redevelopment of the site is proposed. Use of the property in this manner would temporarily utilize the locational advantages associated with the site, including the slip, rail access, and highway access to STH 54/W. Mason Street, while not negatively impacting the long-term redevelopment vision of the City of Green Bay.

Site #11 - Arndt St. Property

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	Yes	30
Is Property Available	No (0)	Yes (10)			0 - 10	Yes	10
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	13.7 ac	10
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	21 ft	10
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	10
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	0
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	No	0
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	4980 ft	5
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Yes	30
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	> $1 mil	20
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $250000	15
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	< $1 mil	10
Other							
Other							
						Total	**180**

#12 - 1530 Bylsby	
Ownership	Wisconsin Public Service
Land Use	Industrial
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	79.67 acres
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	Yes
Shoreline Materials	Slip with 708’ dockwall
Rail Access	Yes
Distance to closest state/federal highway	1 mile
Depth at Dockage	19’
Assessed or Estimated Land Value (2015)	Tax Exempt
Assessed or Estimated Improvement Value	$0

Wisconsin Public Service owns nearly 80 acres of land at the mouth of the Fox River. The site is currently occupied by the coal-fired Pulliam Power Plant which is expected to close due to the switch by the utility from coal to natural gas-fired power plants. The site may become available in the future as the power plan is decommissioned. The site includes a slip and improved dockwall as well as rail access on-site. The site is an industrial site that has been in use for more than 80 years. Surrounding land uses include an active rail line and industrial uses. The site includes a 708’ sheet pile slip.

Site #12 - WPS Pulliam

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	Yes	30
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	Yes	20
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	79.7 ac	30
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	19 ft	10
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	5280 ft	0
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Yes	30
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	> $2 mil	0
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $2 mil	0
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $2 mil	0
Other							
Other							
						Total	**185**

#13 - 500 Day St	
Ownership	Georgia-Pacific
Land Use	Industrial
Surrounding Land Use	Industrial
Zoning District	General Industrial (GI)
Acreage	9.53 acres (approximately)
Waterfront	Yes
Established Bulkhead Line	Yes
Improved Dockwall or Slip	Yes
Shoreline Materials	1,200 sheet piling
Rail Access	Yes
Distance to closest state/federal highway	6,250 feet
Depth at Dockage	Approx. 17-21’
Assessed or Estimated Land Value (2015)	(portion of) $1,751,300
Assessed or Estimated Improvement Value (2015)	(portion of) $14,883,300

The 500 Day Street site is part of the Georgia-Pacific Company’s Day Street Mill operations. The potential port use site is a portion of the larger parcel and is currently utilized by Georgia-Pacific for a small water treatment facility and rail access which are not waterfront-dependent uses of land. Surrounding land uses are heavily industrialized with a main rail line running east-west across the northern boundary of the property. The shoreline consists of 1200’ of sheet piling along the Fox River and East River Turning Basin.

In order to utilize this site for port-related uses, a parcel sale or long-term lease agreement would first need to be reached with Georgia-Pacific for the land, and rail spur access to the mill would need to remain uninterrupted. In addition, street access to the site would need to be obtained from North Quincy Street via easement or the creation of a separate parcel with street frontage.

Site #13 - GP East Parcel

	Assessment Factors						
Evaluation Criteria	**Low (0)** ←			→ **High**	**Range**	**Value**	**Points**
Waterfront Access	No (0)	Yes (20)			0 - 20	Yes	20
Improved Dockwall or Slip	No (0)	Yes (30)			0 - 30	Yes	30
Is Property Available	No (0)	Yes (10)			0 - 10	No	0
Existing Port Infrastructure/Enhancements	No (0)	Yes (20)			0 - 20	No	0
Size of Parcel (Acres)	Less than 5 Acres (0)	5 to 15 Acres (10)	15 to 30 Acres (20)	More Than 30 Acres (30)	0 - 30	9.5 ac	10
Current Depth at Dockage	Less than 18 feet (0)	18 to 22 feet (10)	22 to 24 feet (20)	More than 24 feet (30)	0 - 30	19 ft	10
Existing Land Use	Other (0)	Commercial (5)	Vacant (10)	Industrial (15)	0 - 15	Ind	15
Compatible Adjacent Land Use	No (0)	Yes (10)			0 - 10	Yes	10
Zoning District	Other (0)	Commercial (5)	Industrial (10)		0 - 10	Ind	10
Consistent Future Land Use Plan	No (0)	Yes (10)			0 - 10	Yes	10
Distance to Highway	More Than 5,000 Feet (0)	1,000-5,000 Feet (5)	Less Than 1,000 Feet (10)		0 - 10	6250 ft	0
Rail Access	None (0)	Adjacent to Site (15)	On-Site (30)		0 - 30	Yes	30
Cost of Acquisition	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (10)	$250,000 to $1,000,000 (20)	Less than $250,000 (30)	0 - 30	> $1 mil	10
Cost of Clean Up	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $2 mil	0
Cost of Development	More than $2,000,000 (0)	$1,000,000 to $2,000,000 (5)	$250,000 to $1,000,000 (10)	Less than $250,000 (15)	0 - 15	> $2 mil	0
Other							
Other							
						Total	**155**

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	1234-2022 Green Bay PIDP Proj	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	1235-AttachmentForm Green Bay	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	1236-Awards and Funding.pdf	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	1237-SF424C_2_0-V2.0.xlsx	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	1238-Letters of Support.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	1239-Resumes.pdf	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	1240-Green Bay Ejscreen_repor	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	1241-Phase I ESA_Pulliam Plan	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	1242-Strategic Plan 2020.pdf	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	1243-Port of Green Bay Proper	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: 05/11/2022

4. Applicant Identifier: Port of Green Bay

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Brown County, Wisconsin

* b. Employer/Taxpayer Identification Number (EIN/TIN): (b)(4)

* c. UEI: (b)(4)

d. Address:

* Street1: 2561 s. Broadway
Street2:
* City: Green Bay
County/Parish: Brown
* State: WI: Wisconsin
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 543045365

e. Organizational Unit:

Department Name: Port & Resource Recovery

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:
* First Name: Mark
Middle Name:
* Last Name: Walter
Suffix:

Title: Business Development Manager

Organizational Affiliation:

* Telephone Number: 920-492-4965
Fax Number:

* Email: mark.walter@browncountywi.gov

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Maritime Administration

11. Catalog of Federal Domestic Assistance Number:

20.823

CFDA Title:

Port Infrastructure Development Program

*** 12. Funding Opportunity Number:**

MA-PID-22-001

* Title:

2022 Port Infrastructure Development Program Grants

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Port of Green Bay Site Development Project

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: WI-008 * b. Program/Project: WI-008

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 03/01/2023 * b. End Date: 12/31/2024

18. Estimated Funding ($):

* a. Federal	10,134,800.00
* b. Applicant	4,000,000.00
* c. State	16,100,000.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	30,234,800.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name: Mark

Middle Name:

* Last Name: Walter

Suffix:

* Title: Business Development Manager

* Telephone Number: 9204924950 Fax Number:

* Email: mark.walter@browncountywi.gov

* Signature of Authorized Representative: Mark Walter * Date Signed: 05/11/2022

OMB Number: 4040-0008
Expiration Date: 02/28/2025

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	$	$	$
2. Land, structures, rights-of-way, appraisals, etc.	$ 3,130,000.00	$	$ 3,130,000.00
3. Relocation expenses and payments	$	$	$
4. Architectural and engineering fees	$ 4,050,000.00	$	$ 4,050,000.00
5. Other architectural and engineering fees	$ 300,000.00	$	$ 300,000.00
6. Project inspection fees	$	$	$
7. Site work	$ 2,299,870.00	$	$ 2,299,870.00
8. Demolition and removal	$	$	$
9. Construction	$ 16,066,222.00	$	$ 16,066,222.00
10. Equipment	$ 300,000.00	$	$ 300,000.00
11. Miscellaneous	$	$	$
12. SUBTOTAL *(sum of lines 1-11)*	$ 26,146,092.00	$	$ 26,146,092.00
13. Contingencies	$ 4,088,078.00	$	$ 4,088,078.00
14. SUBTOTAL	$ 30,234,170.00	$	$ 30,234,170.00
15. Project (program) income	$	$	$
16. TOTAL PROJECT COSTS *(subtract #15 from #14)*	$ 30,234,170.00	$	$ 30,234,170.00

FEDERAL FUNDING

17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X 80 %	$ 24,187,336.00

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action:
- [ ] a. contract
- [x] b. grant
- [ ] c. cooperative agreement
- [ ] d. loan
- [ ] e. loan guarantee
- [ ] f. loan insurance

2. * Status of Federal Action:
- [x] a. bid/offer/application
- [ ] b. initial award
- [ ] c. post-award

3. * Report Type:
- [x] a. initial filing
- [ ] b. material change

4. Name and Address of Reporting Entity:

[x] Prime [ ] SubAwardee

** Name:* Mark Walter

** Street 1:* 2561 S. Broadway *Street 2:*

** City:* Green Bay *State:* WI: Wisconsin *Zip:* 54304

Congressional District, if known: WI-008

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency:

USDOT Maritime Administration

7. * Federal Program Name/Description:

Port Infrastructure Development Program

CFDA Number, *if applicable:* 20.823

8. Federal Action Number, *if known:*

9. Award Amount, *if known:*

$

10. a. Name and Address of Lobbying Registrant:

Prefix: ** First Name:* NA *Middle Name:*

** Last Name:* NA *Suffix:*

** Street 1:* NA *Street 2:*

** City:* NA *State:* *Zip:*

b. Individual Performing Services (including address if different from No. 10a)

Prefix: ** First Name:* NA *Middle Name:*

** Last Name:* NA *Suffix:*

** Street 1:* NA *Street 2:*

** City:* NA *State:* *Zip:*

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

*** Signature:** Mark Walter

***Name:** *Prefix:* ** First Name:* Mark *Middle Name:*

** Last Name:* Walter *Suffix:*

Title: Business Development Manager **Telephone No.:** (920) 492-4965 **Date:** 05/11/2022

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