



Full-time harbor office could make others pay

BY DAVID STEINKRAUS, *Journal Times*, June 21, 2002

RACINE -- A task force on the future of Racine's harbor is examining creation of an office dedicated to finding grant money to pay for harbor improvements.

With their budgets so tight, state and local governments are not likely sources of money to pay for dredging or other work, said Tony Herrmann, a member of the task force. And the amount of money offered by various grant programs has been estimated in the billions, said James F. Rooney, who chairs the task force appointed by County Executive Jean Jacobson. If there's time, such a grant-writing office could help other county municipalities, too, he said.

The obvious question is why not have an existing agency -- such as the Racine County Economic Development Corp. -- apply for grants, Herrmann said. "Well, the fact is there's a lot of distractions in those."

A dedicated grant-writing office is one lesson learned from a study of the 1980s harbor project that built the marina, Herrmann said. Robert Gibson, former director of the Downtown Racine Corp., essentially spent three years focused single-mindedly on capturing grants, and the result was about \$20 million, Herrmann said.

To pay for a new grant office during its first three years, the task force is working on an application to the Johnson Wax fund. At the end of that time, government and municipal officials would have to decide whether to continue the office and how to pay for it.

The task force is also exploring whether the federal government is willing to resume responsibility for part of the harbor -- the navigation channel and a basin for boats to turn around in. In order to do the harbor project quickly, the county took responsibility for the entire harbor in the 1980s. Returning part of the harbor to federal control could give the county access to money from the Army Corps of Engineers, Rooney said. And although federal involvement would give the corps a voice in what happens, the organization's budget has been tight of late, meaning the corps is seeking local governments who will help fund projects, he said.

Returning part of the harbor to federal control would also qualify it for commercial use -- use by a car ferry, for example.

At its meeting on Thursday morning, the task force heard a presentation by Douglas Arion, a Carthage College professor who may be hired do a \$10,000 cost-benefit analysis of ferry service

More Headlines

Daily News

Be careful out there – summertime heat can be dangerous

Cabinet official pushes educational progress

Courthouse falcon gets an exam

Full-time harbor office could make others pay

News briefs – updated June 21, 2002

Local Columnists

Lost in Racine: Values making surprise comeback

County Notebook: A taste of Burlington in 4.5 blocks

- Home
- Sports
- Opinion
- Business
- Features
- Public Records
- Calendar
- Photo Gallery
- National News
- Archives
- Classifieds
- Obituaries
- Real Estate
- Employment Wizard
- Local Advertisers
- About Us
- Contact Us

Special Sections





[Special Sections](#)

[Index](#)

between Racine and Michigan. Most likely would be service by Lake Michigan Carferry, which already operates a boat connecting Manitowoc to Ludington, Mich., and has expressed some interest in Racine as a port.

Herrmann suggested the study also look at the feasibility of a high-speed ferry. That idea has been floated in southeastern Wisconsin but it has not been realized.

[Email this story](#)

[Print this story](#)



[[Home Page](#)][[Sports](#)][[Classifieds](#)][[Contact Us](#)]

[[Photo Gallery](#)][[Public Records](#)][[National News](#)][[Stocks/Market](#)]

[Click here](#) to view The Journal Times Online privacy policy.

This entire Web site content copyright 2002, The Racine Journal Times. All Rights Reserved.

Upcoming Stories

Look for these stories
in The Journal Times