



Harsen's Island St. Clair Flats Association

Minutes January 11, 2020

Directors Present: Craig Baloga, Lucy Burby, George Covalle, Neva Covalle, Jim Laethem, Melanie Most, Harold Stieber, Dennis Szymanski, Jerry Thiel, Leonard Verlinden, Lois Whipple, Rosemary Wiczorek;

Excused: Susan Bryson, Barbara Crown, Jerry Freeman, Donna Halacoglu, David Martin, Kathy O'Connor;

Guests and Members Present: Harold Bain, Patricia Newman Bain, Christine Baloga, Artie Bryson, David Bryson, Jake Bryson, Brian Campbell, Cheryl Cardinali, Fred Cardinali, David Carruthers, Brian Collins, Jody Crane, Jim Decker, Ed Dion, Jay Dixon, William Donaldson, Erik Dougherty, Patricia Dougherty, Sherrell DuBay, Tom Dueweke, Midgie Fannon, Roger Favrow, Sandy Favrow, Wendy Giese, Bill Gilmore, Tom Hellstrom, Harold Hines, Mike Joye, Kim King, Terra King, Chris Knight, Sue Konkel, Dolores Kraydich, Michael Krust, Theresa Kukawka, Paul LaMarche, Bernardo Licata, Steve Mahac, Kurt Marchwinski, Margaret Marchwinski, Dennis Martz, Vicki Martz, Ann Merle, Charles Miller, Carl Mount, Jane Mount, Frank Nadolski, Sandra Nance, D. Nemens, Cher Neumann, Dan Neumann, Jim Neumann, C.R. Nihranz, Linda Pavia, Ellen Probst, Dale Raska, Ellen Ray, Norman Rhodes, Jerry Ringe, George Rose, Ken Roth, Ruth Roth, John Rzepecki, Linda Schoonover, Brian Sears, Joanne Shirkey, Whitey Simon, Leslie Skudrna, Tony Skudrna, Patti Smith, Tom Smith, Jim Stieber, Kurt Stomp, Ken Stone, John Streit, Nancy Streit, Amy Strutz, Diane Sullivan, Rich Sullivan, Albert Szulborski, Norbert Szulborski, Alex Tarasevicius, Kathie Tarasevicius, Rose Tierney, Mark Verschaeve, Rebecca Verschaeve, Bob Wasil, Linda Wasil, Cathy Yax, Leah Yax.

George Covalle brought the meeting to order at the Harsen's Island Lions Hall at 9:30 am with the Pledge of Allegiance.

The November 2019 meeting minutes were presented. **Jerry Thiel made the motion to approve the November 2019 meeting minutes, Leonard Verlinden seconded to approve; all in favor, motion carried, minutes to be placed on file.** There was no meeting in December 2019.

Executive Committee Reports

Treasurer Report: Harold Stieber presented the November 2019 and December 2019 Treasurer's Reports. Harold reported that the balance in the checkbook for December 31, 2019 was \$74,473.40, with total cash on hand being \$74,473.40. Full copies of the monthly Treasurer's Report are available by contacting Harold at HaroldS@hiscfa.org.

Lois Whipple made the motion to approve the November and December treasurer's reports, Leonard Verlinden seconded to approve; all in favor, motion carried, reports to be placed on file.

Secretary Report: Nothing new to report at this time; Neva Covalle stated that she has membership forms available at the meeting today for anyone who isn't currently a member and wishes to become one. Additionally, if you wish to get in touch with anyone on the Executive Board of the HISCFA, you can find those email addresses at our website <http://www.hiscfa.org> under the *Officers* link on the right side of the page under the logo.



Communications: No communications were received this month.

Government Affairs: George Covalle reported that with Patrick Feighan no longer on the Board of Directors and subsequently no longer in the Government Affairs committee, some people are needed to step up and assist. George stated that he and Harold Stieber along with Craig Baloga will head up this effort going forward.

Browne's Field: Dennis Szymanski reported that there is a new fertilizing company that will be handling work at the field this year.

Guest Speaker, Clay Township Supervisor Artie Bryson: Supervisor Bryson stated that he wanted to talk about high water. First: it's very concerning and he stated he's been working a lot of hours. He stated that his concern lately is with getting the authority to put on a temporary no wake if needed. Right now the DNR does not have the power to authorize a temporary water control action and the only one that *could* do that is the governor... and that didn't work this past year so the Township decided to go around it (her). Supervisor Bryson stated that he's talked to several state legislators about doing a bill to give us local municipalities the right to do that. He went on to say that he was going to go in front of the DNR subcommittee next week when they meet, but Supervisor Bryson stated that he needs to have the bill in hand. A rough draft of the bill exists and Supervisor Bryson stated the he should have that bill completed in about a week and a half to two weeks. Basically it's going to allow the local municipalities to request a temporary no wake law from the DNR and/or the county. That will give the Township an option, but now the problem is enforcement. Supervisor Bryson stated that he did not feel a bill of this nature will probably make it through, but as he stated, this is a rough draft and it'll go through the DNR, then the subcommittee, then the state, and then in front of the Senate for the state legislators. He has spoken to the head of the DNR subcommittee, the speaker of the house, and they're all assuring Supervisor Bryson that once this is written and gets in to subcommittee it will go through quick; we've got bipartisan support on it. Supervisor Bryson is hoping this spring we have a new law that gives us the juice to ask for help and say, "we need a temporary No Wake on these channels" and then we would have to worry about enforcement still. As far as the high water levels, Supervisor Bryson stated that he's nervous. It's consistently eight inches above where we were this time last year, and the model going forward keeps that going on. If you remember last year in June, the water level spiked up a lot. The Corps of Engineers said they were going to go up, we kind of didn't believe them, and it did. They are not predicting that spike this year as of yet, but it's too early to tell because they don't know what the snow pack is up north that and everything else which is happening, but this rainy weekend isn't helping much.

Supervisor Bryson stated that the Township has been checking into the Harsen's Island Transportation Authority (HITA). It has basically been dormant since 2013. However, even though when they were operating they weren't operating correctly and it's a problem. By state statute they're supposed to file with IRS every year and file with the State every year. They are also supposed to file with the Township with their financials and their minutes. They never did so from day one. Supervisor Bryson stated that he went back as far as the 1990s somewhere and every audit we had in the Township there was a paragraph that read something like "we didn't receive anything from HITA," and he supposes that nobody chose to or didn't think that was a big problem back then. The Township looked through all the paperwork with the State of Michigan, LARA, and the Secretary of State to see if they're filed anywhere, but couldn't find one thing. Supervisor Bryson got the Township attorney on it to figure out, "does this thing exist?" They said other than the articles of incorporation and the bylaws, they couldn't find anything. If the Township appointed people and put them on that board, the first thing they would have to do is hire an attorney because this board would have an IRS problem and problems with the State of Michigan that they would have to sort out. It's not as easy as it looks.

Audience member: Is there anybody currently on that board right now?



Supervisor Bryson: Technically, no. I appointed some people in 2014 and their terms are expired after three years. So technically, no there isn't.

Audience member: So what you're saying is the new group of people that would come in to that [HITA] would have to be audited to the previous responsibilities of the previous administration?

Supervisor Bryson: Oh yeah, they'll have to go right way, way back to take the ground zero. That's right.

Audience member: ...and how much record-keeping was there?

Supervisor Bryson: Very little, and I know they had a checking account, and to get a checking account we have to have a tax ID number, and we can't even find a record of that.

Jim Neumann: I've been given a substantial amount of information from HITA that includes a lot of their meeting minutes and so forth and I would be happy to share that information so there's at least some sort of record.

Supervisor Bryson: Okay.

David Carruthers: We've got a copy signed so the Township has the record of this established thing, right?

Supervisor Bryson: Yeah we know it's established.

David Carruthers: This record I got was from the County, so the County has the record of it-- St. Clair County, because they sent me a copy of it. Two organizations have it. Secretary of State at this point in time, I contacted them and they say they can't find a record of it. I assume it was filed with it because you know, they're records weren't too automated back in the 90s and so forth, so I assume that everything that was set in these articles of incorporation was filed. Now finding the records in all the meetings and stuff that's a whole different issue, but as far as you know, it's still a valid organization even though it hasn't followed-- there's no way that it's been dissolved.

Supervisor Bryson: No, it's not dissolved. By state statute (this is kind of weird) the only way to dissolve this authority or any transportation authority is by the state legislator himself. Like they can't get five people on there and say we don't want to exist anymore and make it disappear. That can't happen.

Audience member: What was the job description of that organization?

Supervisor Bryson: Good question.

Audience member: What were they hired to do? What was their authority? What kind of scope did they have?

Supervisor Bryson: Good question. I've never seen a mission statement or a vision statement or anything else. And I'd ask you another question. Okay, say you had this authority up and running and there's no issues. You say, okay, it's an authority, but authority over what? I know it was up and running and they tried to block ferry rate increases with zero luck. I don't know what you would attempt to accomplish. I think back in the day, they might have had a goal of buying the ferry? However, in order to do that you have to have a willing seller number one. Number two, you have to have money.

Audience member: Did they take in any money?

Supervisor Bryson: You know what I've never seen an audit. I know they did have some money-- they had a checking account; people donated money to them, but other than I have no idea. Where they do have power they have a lot of power. So you've got a board of five... so if three of them got together and voted, "we want to put a tax



on the ferry of 25 cents a car,” boom: there’s a new tax on the ferry rates of 25 cents a car. Three people can make that decision and so all your ferry rates would be whatever rate it is plus 25 cents. And what they do with that money is whatever they want to do.

Norman Rhodes: Mr. Bryson, you’re speaking-- what you’re saying is your opinion of how you see this.

Supervisor Bryson: Right.

Norman Rhodes: [Act 196 of 1986](#) defines the powers of the authority as well as the duties, and the [Attorney General opinion number 7003](#), it specifically states – let me quote it here, ‘unless otherwise specifically provided by legislature, the nature in constitution by municipal corporations (which it is) as well as purposes they are created to subservise, are such that they can only dissolve by an act of the legislature, a person with two legislative enactment. They may become inert or dormant or their functions may be suspended for want of officers or inhabitants, but dissolved when created by an act of legislature and once it existence they cannot be by any reason of any default or abuse of the powers conferred, either on part of the officers or inhabitants of the incorporated place as they can exist only by legislative sanctions, so they cannot be dissolved or cease to exist except by legislative consent or pursuant to legislative provisions.’ Hence, the authority was created, it is promulgated by this board and the Township of Clay. They together created this entity. Both of them have a fiduciary duty to provide board members for this entity according to Act 196 of 1986. It is their fiduciary duty to put the nominees to the board. It is Clay Township’s Board’s duty to fill those positions with nominees from the Association who voluntarily got into this, also from appointments by the Clay Township Board. Now, you mentioned that your last two appointments were in 2013. That’s great. The board knows that those appointments were for three years, so three years later the board should have acted and done its due diligence to reappoint those people or replace them and they have not done that. This board is being asked right now to put forth port nominees for the positions that are currently open which they are not wanting to do at this point as far as I can determine. All we are asking is that you allow the Transportation Authority (HITA) to continue as mandated by Act 196 of 1986 to do your fiduciary duty: to appoint people to the board and go from there and we’re asking HISCFA to appoint... to name the nominees, to provide them to the Board, so that we can get these seats filled. Leaving those seats vacant is a violation and a travesty of the fiduciary duties of this group - both groups - according to the articles of incorporation.

Dennis Szymanski to Harold Stieber: Do you have the bylaws where it was—

Harold Stieber: June 9th, 2012.

Dennis Szymanski: No, I know... can you just read the first statement about how the appointments work and how the HISCFA board will appoint two or three, and then Clay Township can appoint the other two, but in no time can an Executive Board member of Clay Township be on the Transit Authority (HITA), and cannot be governed or tell what the Transit Authority can do as well. I mean, it’s a very important key here and this was not done that way in the nineties, and even you know, six, seven, eight years ago.

Norman Rhodes: It was later cleared up when it was determined that there was a conflict of interest and the Articles of Incorporation were amended to that extent, to include that so that there is no conflict of interest so that’s already been taken care of.

Supervisor Bryson: Back then in 2013, 2014 we had zero volunteers for it. How do you appoint somebody when there’s no volunteers?

Audience member: Well let’s get going on that.



Supervisor Bryson: Well let's settle down, alright? He wanted to know what we didn't do it then. Well that's why - that's why I answered the question.

Norman Rhodes: When the Board looks for appointees for the planning commission or whatever, don't you ask for people to volunteer?

Supervisor Bryson: I have a drawer with about five people that wanted to be on the ZBA and the planning commission and all the other boards and I just pull from that list.

Norman Rhodes: Did you ever - so he didn't have a list for HITA.

Supervisor Bryson: I appointed the two appointees that the Supervisor could do.

Norman Rhodes: Right, but after their term you didn't ask for anyone and you didn't--

Supervisor Bryson: I had zero communication for three years during their term. I tried to get them involved with the bridge discussion in 2014. They said they were going to stay mute on it. I mean, in my mind there was zero meetings. There is nothing. Let's get by past that Norman, let's move forward.

Norman Rhodes: That's what we want to do.

Supervisor Bryson: Right.

Norman Rhodes: We must put this board back together.

Supervisor Bryson: Okay, I would like to see some goals and mission statement of the board.

Norman Rhodes: Okay but that's not happening here.

Supervisor Bryson: I know they don't have to.

Norman Rhodes: Act 196 of 1986 *is* the goals of the Transportation Authority.

Supervisor Bryson: Okay.

Norman Rhodes: In that, it spells out exactly what they can and cannot do.

Supervisor Bryson: Right.

Norman Rhodes: So we don't need a mission statement. It's not required.

Supervisor Bryson: But my point is also-- back when there was a viable board, they didn't have a whole lot of success meeting with whatever-- I'm not sure what their intentions were.

Norman Rhodes: Again, that's your opinion.

Supervisor Bryson: But, okay...and it's--

Norman Rhodes: And it was in its infancy, and it was trying to do the will of the people that it was representing.

Supervisor Bryson: Well, I beg to differ. I think that board did a great disservice to the Island by blocking Blue Water Transportation.



Norman Rhodes: Well that is your opinion.

Supervisor Bryson: Yes it is, and there's a lot of other people that will have that same opinion.

Norman Rhodes: So are you going to do your fiduciary duty and get people appointed to the board?

Supervisor Bryson: I will, but...

Norman Rhodes: Thank you.

Supervisor Bryson: ...but like I said, I was trying to determine the condition of the board, so whoever I appoint knows what they're getting themselves into.

Norman Rhodes: Well, you can't. It's not your duty to do that.

Supervisor Bryson: Yeah, it is.

Norman Rhodes: No, it's not.

Supervisor Bryson: Yeah, it is.

Norman Rhodes: Well then you show us the legal premise for that, but regardless--

Supervisor Bryson: ...because I got the right to appoint, Norman. I am going to appoint anyone who I want. That's my legal premise.

Norman Rhodes: That's right. Appoint people.

Supervisor Bryson: And that's why I can vent, I can interview, I can do anything I want.

Norman Rhodes: We understand that. We are asking--

Supervisor Bryson: Do you want to be on it?

Norman Rhodes: We are asking--

Supervisor Bryson: Do you want to be on it? Do you want to be on it?

Norman Rhodes: I have volunteered to be on it, yeah.

Supervisor Bryson: Okay, I haven't seen that.

Audience member: Your office knows it.

Supervisor Bryson: No. I only received four people of interest.

Audience member: You never solicited.

Supervisor Bryson: Alright, moving on...

Audience member: I've got one question. Just to contradict what you just said. There's an article published in the paper in 2015 about BWAT and it completely said the opposite of what you said about why BWAT was not used.



Supervisor Bryson: It wasn't used because you can only have one authority and the HITA would not back down or give them the right to represent their authority on this matter.

Midgie Fannon: My name is Midgie Fannon and it was my husband who started, with John Manos, and some other volunteers on this Island, the organization called HITA. The purpose of it was to secure a safe, dependable, and financially reliable means of transportation across the river. And they did succeed, and they did do all those reports to the State on an annual basis. He and Don Verslype worked extensively hard with a lot of volunteers from this Island. They also encouraged and talked about yes, the Association getting together possibly – POSSIBLY – and buy the ferry service. It was also a *possible* discussion to get another service in here. And it was another thing that they discussed was a tunnel, and then the bridge. So to say that they were not a viable, working, concerned organization... I'm sorry to disagree with you.

Supervisor Bryson: I didn't say that, I said they didn't have success.

Midgie Fannon: They did have success. John died in 2012, Don Verslype died shortly after. Those were the two main principals that helped this organization. And when he died, yes, there was all kinds of paperwork and everything and yes, I talked to Artie. We need to keep going and I knew as much as I could about this organization. John was the head of it he was all over the place: he was up in Lansing, he was down here he was in Marine City, up in Port Huron... but when he died, I didn't know where to go with this. I really didn't. And then Don Verslype got sick. And I went to Artie and I said, "Artie, who can I get on the board?" I suggested, and I'll be honest with you, I said, "how about Harold Bain?" Because Harold met with me, with Denne Osgood, Mr. David Carruthers here, and they sat at my house and we talked about all of this. But it was just too much for me and I didn't follow up. So we've gathered as much information from all these years that it hasn't been an active organization. I suppose you can blame me for not sticking to that job, but now we have people. We have the five people right now that have been picking my brain and other people's brains. Because, I'll be honest with you, I had all this... boxes of correspondence we'd gone and done in back then and it got wet my basement and I threw it all away. Little bit by little bit we're putting it all together, but Norm is right: you can't dissolve this thing. And it was the responsibility-- and John and Don and the other guys who worked with the Association was very important because there was more clout and more people's voices... and we had it with the Association and also with the Township. To say that it's not viable that it didn't accomplish anything... I'm sorry, we did. You may not agree with what their goals were, in maintaining a safe, reliable and affordable transportation, but they did. So please don't dirty, muddy his name.

Supervisor Bryson: Alright, I'm sorry, Midge. I'm sorry.

Audience member: This was in the paper, [published in 2015](#) in an interview about the ferry. *'A plan to establish a public-private partnership between the ferry and Blue Water Area Transit to secure the ferry's future is "dormant," Bryson said. "Nobody's touching it because they've made so many demands and have so many restrictions on it," Bryson said. "It's nothing anybody in private business would sign."'*

Audience member: Being in the audience here and listening to what you're saying, a lot of the things that you're saying is your opinions on there. And that's okay to say that.

Supervisor Bryson: That's all we have here.

Audience member: I'm gonna guess that a high percentage of people in here want to get it started. They don't wanna hear what your personal opinion--

Supervisor Bryson: I'm all about it. I already said I'll appoint someone.



Audience member: They want to hear your opinions but they want it done, so I think you just need to move forward on that part of it. And also as far as the people that would want to volunteer for it or whatever whether or not you're going to use, if you make it public knowledge, you know, you may get more of a list on a higher list than maybe your four people that were amongst yours, so I think you need to make that known that spots are available.

Harold Stieber: Just for everyone's information I have a paragraph here in the Articles of Corporation which delineates the membership makeup and I'll read it to you, just one paragraph.

“The Harsen’s Island Transportation Authority (HITA) Board shall be comprised of five members appointed by the governing body of the incorporating political subdivision, i.e. Clay Township. Representation on the authority board shall be two members appointed by the Supervisor and approved by the Township Board. Two members shall be chosen by the Harsen’s Island St. Clair Flats Improvement [sic] Association, and approved by the Township Board and one member appointed by the Supervisor and the concurring approval of the Township Board and the Harsen’s Island St. Clair Flats Association.”

...and that's-- that's who's supposed to be on the board. Now another point in fact that I do have good or bad is that on June 9th, 2012... I've been doing some research for the last two weeks. This (HISCFA) board, of which none of us were here at that time, voted to not participate in HITA anymore. We (the HISCFA) sent a letter to that effect to the Township Supervisor to take our representatives out of HITA only because of the fact that we wanted to remain neutral. I mean, obviously we support the purposes of HITA because we want efficient means of transportation; safe, reliable, cost-effective. But apparently at that time, and I can't say this for a fact because I wasn't there, there was a lot of contention between HITA at that time *and* the Township *and* our Board here. So at that point in time, which I have documented right here, we voted as an Association board to withdraw our nominated members. I'm just stating what I have in front of me.

Norman Rhodes: Did you present that to the Clay Township Board?

Harold Stieber: Yeah, I mean this was--

Norman Rhodes: Did you present that request to the Clay Township Board for their concurrence and approval?

Harold Stieber: Back in 2012 it was presented.

Supervisor Bryson: I think HITA has to change. This group cannot change the bylaws of HITA.

Norman Rhodes: Exactly.

Harold Stieber: Right.

Norman Rhodes: He's saying that they wanted to get out. I'm asking him-- that they made their vote, did they provide that to the Township--

Harold Stieber: Yes.

Norman Rhodes: You did. And what was the Township's response? Did they concur?

Harold Steiber: Yes.

Norman Rhodes: Did you present that to the HITA Board?

Harold Stieber: There was a letter written, I believe, to the HITA Board, which I have here, yes.



Norman Rhodes: Did the HITA Board vote on that?

Harold Stieber: I do not know.

Norman Rhodes: Alright, let me read you this. Conditions to release membership of a public board: except as otherwise provided in subsection 2, a political subdivision that is a member of an authority or an entity or the portion of the city village township which portion the member of a public authority may be released from membership in the public authority if the following conditions are met: adoption of a resolution by a majority of the members elected serving on the legislative body of political subdivisions of requesting the release; acceptance by two-thirds vote of the members serving on the board of the public authority, excluding members representing the political subdivision. That was not done. The Association, even though it is in its' own way an entity that does not want to be involved in it, was key in putting together the transportation authority (HITA). They were part of it as a political subdivision. They created this; they knew the rules, and they did not get released from that by the Transportation Authority, or, we have no records of that and no one from the HITA ever remembers anything like that coming up to that HITA Board.

Harold Stieber: I just have letters that were sent by this (HISCFA) Board to HITA and the township at that point in time. And just to clarify, we (the HISCFA) are not a political subdivision. As a 501(c)(3), we can't be involved in politics, period.

Norman Rhodes: I understand that, but, if you look at the definition of political subdivision, which I have and I have the attorney general's opinion here, you're an entity.

Harold Stieber: Oh yeah, definitely.

Norman Rhodes: You're an entity of the State of Michigan, and you chose to be part of this entire process.

Harold Stieber: Correct.

Norman Rhodes: So you are considered to be a political subdivision or an entity, which is what the attorney general opinion says of that. And so that's all I'm saying... is that even though you don't want to get involved in this and you've had it up to here--

Harold Stieber: This is back in 2012, okay?

Norman Rhodes: It doesn't matter. You are still involved in it and the fiduciary duty of this board is to put forth the nominations; the two, the three people, to the Supervisor, to get those seats filled. Please get that nomination approved by your board into Mr. Bryson. Please. It's very simple. It's very simple. There are no requirements. It's up to the board; they can ask any questions they want. I believe, yes, nominations can be made by you. There are people that I have talked to over the last couple weeks and have volunteered to be part of this. They are here; you can question them. You can put forth your own people, but we would like to see this move forward.

George Covalle: Chuck, you had a question in the back?

Chuck Miller: I was the President of the HISCFA in 2011... 2010 going into 2012, so yes, there is somebody here who remembers what the hell happened back then. We ended up... The Harsen's Island St. Clair Flats Association, even at that time, recognized that because we were a non-profit organization, we had to be extremely careful in terms of our *advocacy*. Okay? Now, the HITA Board had come to the conclusion that they wanted a bridge. And they had come to the conclusion that to the extent that Matty Moroun was in the game and wanted to build the bridge, they were totally in favor of that. That was HITA. "We" as a Harsen's Island St. Clair Flats Association



needed to remain neutral. Here we had an organization that was spurned if (at least in part) by us telling us what they wanted done. So we were talking about going out-- they were talking about-- we, too... HITA, HISCFA... were talking about going out and polling the membership to find out how many wanted a bridge and how many didn't. I was an advocate of that. The board turned it down.

George Covalle: What board, Chuck?

Chuck Miller: The HISCFA Board turned it down, in general, because they were concerned because there was such a dichotomy in this Island at that time. It wasn't clear whether there was a plurality for or against the bridge. It was very, very emotional.

Audience member: There was a survey?

Audience member: Yes, there was.

Dennis Szymanski: It was approved in the minutes of June 9th, 2012.

Chuck Miller: It was done after my period.

Audience member: It was before-- it was in '98.

Chuck Miller: I never saw it, but I can tell you as a matter of fact that at the time that I was on the board, I was told that it was a wise thing to not go do that because of the polarity of the organization and the membership, and they were afraid, quite frankly, that they would lose members. Because of people that got voted against were going to be really upset again. That's how emotional it was. Now, right or wrong, that's what happened. Now in my particular case, I ended up resigning because I could not manage the dichotomy and the negativism that was going on there with respect to that bridge. We could not come to the membership at that time, nevermind in 1998, I don't know where that was at, but I know in 2010, 2012 it was a very, very controversial issue. And look at here? It still is. We're going 180 degrees, right back to where we started from. The difference is HISCFA is now a full-blown 501(c)(3), so if they weren't in a position to advocate before, they're not in a position to advocate now for sure. And we need to be careful of that because as much as we want to support an organization which is in itself neutral and we'll consider all options and not be favorable for one or the other, then we're alright. So we better be careful with that. I ended up resigning this particular position here and subsequent to that I resigned from-- as a member of the board of trustees of parts of the Clay Township because of my total frustration. That's not to sit up here and shed baby tears or anything like that, but that's the facts as to what they were in 2011-2012.

George Covalle: So what would be the best way to move forward? Artie's mentioned some things that were-- that didn't get done years ago regarding whether HISCFA or HITA did or did not report the township. We have HITA, in their bylaws, telling HISCFA that they're compelled to act when HISCFA wanted to get out of it, and it either did or did not happen legally, Norman, I mean, it's just... So you can hear by these comments that there is really no straight line involved in this conversation at all. It's back and forth and there's-- everybody's trying to get something done and I assure you that our HISCFA board currently-- our *current* board is truly invested in coming up with a way to get a viable, safe, affordable connection between the Island and the mainland. But as Chuck has said, in order to do that, we have to remain neutral on this. We can't say we want this or that or the other thing. We can only inform our membership, and then after that most of our decisions and minutes and surveys and so forth are available to the public. We can only inform them to the best of our ability what we know and what our options may be and to that extent we have a later agenda item here regarding a survey that we're thinking about doing. But so I'm going to remove myself here as President for a second and just give you my own opinion: my own individual opinion. Why doesn't HITA write some new bylaws, amend them to the current day.



Audience chatter: Who's going to write them? You need members.

George Covalle: Well, no, you don't have to get members first because there were no members to HITA before HITA was put together. There was a group of citizens who wanted to form that authority, so that authority has gotten itself in, for whatever reason, into some problems with the state or the IRS or whoever it is. Why not start over with some brand new bylaws which... will do what you want and then you won't have to be involved with with us (HISCFA).

Norman Rhodes: Once created, it can only be dissolved or changed by an act of legislature, other than the board of the Transportation Authority amending the Articles of Incorporation.

George Covalle: So amend them, that's what I'm saying.

Norman Rhodes: The straight line for HISCFA is to do the duty that it promised, to make the appointments, let the township get the seats filled, then petition the HITA Board for whatever you want. If you want to be removed from the process, petition the board and ask them to remove you. It's as simple as that.

Neva Covalle: I have a question. We've done the extensive research on the state of Michigan site, legislatively, and there is no listing for HITA on the transit authorities.

Norman Rhodes: Yes.

Neva Covalle: So, have you gotten an actual answer from the State that you are a viable entity that you do exist?

Norman Rhodes: I'm not HITA.

Neva Covalle: I thought... you're talking... you're representing HITA? I'm asking if HITA has gotten the State to verify that they are indeed a viable entity of the State.

Norman Rhodes: According to Act 196 and 1986, once the political subdivision and entities approved the Articles of Incorporation, it is a viable state entity in the Transportation Authority. It is the responsibility of the clerk of the political subdivision, which would be the Clay Township Clerk's duty to provide a notice to the public in the paper, to provide a notice to the clerk of the county and provide a notice to the state of Michigan's Secretary of State. Now, that was done with the paper; we have proof of that. We have verification and a certified copy out of the County. The State cannot find it, and we searched every possible area in with the Secretary of State, from every single board members' name to every single possibility of the name either with a typo or misrepresentation. It is not there. But the Secretary of State says, it is not required for them to be there. It is a state entity just like the Township of Clay. You go to LARA and you look up Township of Clay. Is it registered? NO. It is a government organ. It is not a business entity. It does not have to be registered with the Secretary of State.

Dennis Szymanski: I would just like to go back to how HITA was HITA. It was originally started by the HISCFA Board and if we're going to backtrack, we might as well just go right back to the HISCFA Board, appoint two people that would want to be a member of the HITA Board, have them two, and then turn over and then give the other opportunity for Supervisor Bryson to appoint his people... and then those five will get it together and have all these things start going in motion. Because right now, anything else going on is just a waste of time. So being said that, I would make a motion that the HISCFA Board re-appoint... you don't have to make a vote for today, but let's collect some names who would be interested in... be a viable, or who you think would be the person to do it and appoint those two people and then so we can move this project forward and we can wash our hands of it. Because I'm looking here about how this was all done back in 2012, and it was brought up that they were going to redo the bylaws and everything and that was in June. When did John die, Midge?



Midgie Fannon: November.

Dennis Szymanski: November. So he got sick and it never happened, so the bylaws are the same ones originally done in 1996. So we need to go right back to the bylaws in 1996... '86, I'm sorry. Yes, '86.

Harold Stieber: 1997 is when our--

Dennis Szymanski: --is when it was revised, but go right back to that, restart it, and then get the new HITA Board to remove HISCFA from it because it was never done. I've been reading up on the comments about how you and Chuck had mentioned about us removing our association away from that, and again, John was going to write new bylaws, Kathy Schweikart, seconded, said to take about 60 days to get it all taken care of. Well it never happened. So it's... I've been reading all this last half hour here.

Audience member: What's the motion?

Dennis Szymanski made a motion for the HISCFA to appoint multiple nominees to the HITA Board; Rosemary Wiczorek seconded; all in favor (aye); Neva Covalle opposed; motion carried.

Supervisor Bryson: I think I'm done with my guest speaking.

George Covalle: You want me to have you on the agenda next month?

Supervisor Bryson: Sure! So unless anyone has a question...

Audience member: I know we're talking about the ferry, but you had mentioned the high water. I would like to know why the State of Michigan is not doing the same thing as the State of New York right now.

Supervisor Bryson: Great question, and I've been talking to people in New York... the State of New York is suing the IJC out in ... they regulate the Saint Mary's River which dumps... controlled. The water going out of Lake Ontario is a hundred percent controlled. It's called the IJC board out there and. Their goals and how they regulate that was refined in 2014 and from that regulation or that change we're going to see higher highs and lower lows. And the State of New York is taking the IJC out there to court and fighting their 2014 plans. If you go on YouTube and search like 2014 plan Lake Ontario, there's a pretty good [20-minute video](#) on it that explains it and they are taking that to task. I actually called them (the people who are directly in the lawsuit) to see if they need support or this or that, or if this is going to be opened up to a class action suit with inviting other states. They go, 'well other states are welcome, but they all chose not to.' Again, it'd be a call for our governor, and so I can't answer why the State of Michigan isn't but I've been monitoring that vigorously.

Audience member: It seems like there should be pressure being put on this governor or whoever it is... we got way more assets in the Great Lakes shoreline than any of those shipping companies or anybody.

Supervisor Bryson: Right and not only that, but well... you know, for some reason the governor's been mute on this. I mean--

Audience member: We need to wake her up.

Supervisor Bryson: --we have other places... you know, there's houses falling into the lakes over on Lake Michigan and Lake Huron too. You know, I think we lost two or three houses in North Saint Clair County the past couple months. There's quite a bit of damage being done and there's been seven emergency requests presented to her pertaining to this high water and she denied them all.



Audience member: Then that lady needs to get a lot of bad publicity. A lot. That should be in the paper every week.

Nancy Streit: George, may I speak, also? I was going to wait for comments but it pertains to this subject.

George Covalle: Okay, go ahead.

Nancy Streit: Hi, I'm Nancy Streit. I think a lot of you know me, and it's so good to see familiar faces. I wanted to shorten my half-hour speech and cut it down to ten minutes. Maybe. Okay thanks, anyways I'll try to be as quick and as concise as possible. In 1986 I was a new member of the HISCFA board and learning my way around and we had several people on there. Dick Schute, maybe some of you remember him, and AJ Feeney and I can't remember the rest of them; my memory ain't so good anymore. But anyway, we started to write letters and they found an entity called the Great Lakes Coalition. I apologize to those of you who were at the Township meeting because this is a little repetitive, but anyway the very next coalition which is based over in Saugatuck... they hooked up with them and began writing letters. My recollection is, once again, that one week before the lawsuit was going to be brought by this coalition, that the water took a dramatic drop. Now, since I'm open for being wrong and since then my pal Tony Skudrna said his memory is that there was a big barge sunk down in the Niagara River and then they removed that... it was dramatic. At that Clay Township meeting I talked to the hydrologist from Detroit, the chief, and he, you know, hadn't had any knowledge of that. And it was, now that I look at it and see how the water is regulated and so forth around here, it was *totally dramatic*. We all joked- those of you were here, we said, "Oh, so much for precipitation and evaporation! Once they got some pressure..." Artie has done a great job and everyone has done a great job preparing your property to be protected. But the beat goes on, so my suggestion is...

So anyway, during this summer I was frustrated because no mention was made of this coalition. I was talking to a gentleman on the Island and he was a 30-year employee of the Corps of Engineers, so we were talking about this whole problem. I decided to look online and the Great Lakes Coalition was there and I made a phone call. I talked to one of the actual directors. It's a volunteer group, and she remembered this thing also: that dramatic drop. So for whatever reason that's a little bit of ancient history. Now coming to today, you know, we hear about the governor and we're frustrated and our hands are tied. The little glimmer of hope we had last week was when Governor Cuomo of New York brought a 5 billion dollar lawsuit against the International Joint Commission (IJC), which got their attention and they said "we're throwing out those 2014 rules" which is all gobbledygook to us; we don't know what the heck they were. I sent a letter to the IJC and got the most ridiculous page-long response that was just a form letter, you know, all the same old beat, "... the evaporation... the precipitation..." and I know that that is basically- it's nature and that's what happens. However, going back to what we can do: we can get... I have papers today (and Artie put it on the website) that have the website of this IJC. What they want and what they need are facts. They have a wonderful questionnaire on there and they want people from all over the Great Lakes to share what kind of costs have been involved to protect your property, because they're gathering a lot of information. They're a really great group and you can go online, so after this meeting... I think I have about not quite 50, but if you can't get that, come and see me and I'll take your name and your email address and I'll send it to you via email. The questionnaire is on email and that's what you'd have to go on to do it. I encourage you... I mean I beg you to do this because that is something positive that we can do that will help the Island. I want to show you something. Craig, can you help me, please? [*Craig Baloga held up a poster*]

I want you to look. I'll show you where we are, is right there (pointing to a poster). Now I want to tell you how insignificant we are in the large scheme of things, and when the powers that be are looking at us, they don't even know. And... not only that, we're probably one of the few places that have septic systems, so if those start to become invaded, you know, we really wouldn't be able to stay here. We have to start to put the pedal down and also I have the address of the International Joint Commission (IJC). I don't think we ought to take these form-letter answers. We should write back. In '86 it came half way up to our lot; we had to do a seawall and lost a tree and so forth, but between Artie and I... I know he's been working with the coalition also. He's been working and trying to... The



governor is being so petty because when she wouldn't even encourage the State Police who are now in charge of the ferry to come to that meeting... I mean, that is what you call small and petty. Politics I don't feel should be a part of this at all, but what happens is our county is kind of going to be predominantly, not totally (I realize that) a Republican area. Well, of course, she's a Democrat and that's fine, but if she's going to be the leader of all of us, she needs to respond to all of us. I do have her address on a separate sheet of paper that I have, that gives reasons for high water and blah, blah, blah. With that, I encourage you to really... let's get involved! The last thing is, I shouldn't be up here doing this. I'm 90 years old. I should be home in my rocking chair, but come on! Let's get at it!

George Covalle: Thank you, we appreciate that.

Nancy Streit: Oh wait, I'm sorry... one more thing: two recommendations. I've already given the first one that you all do the survey. The second one is: it would be such a help and such a service to our membership if the Association could write a letter under the letterhead to the Great Lakes Coalition. There's no money involved, and just so that they know the numbers that we have here, George, which would really be helpful for them... that we are eight or nine hundred strong which is significant and we should count!

Audience member: There's also another coalition, it's called the Georgian Bay Coalition, and if you go into the website you'll find a wealth of information. What it does is it gives you a Canadian perspective on this and they are very similar to the Great Lakes Coalition and they're excellent.

Melanie Most: With respect to the IJC survey, Artie [Bryson] actually posted it a few months ago and the Association put it on both the Facebook page for the Association and also on Nextdoor... so you probably have seen that if you've been on that site. There are links to it and a wealth of other information about what the IJC is trying to do with that survey.

George Covalle: Thank you. We're going to get back to our regular agenda here, but I think we're done talking about HITA and so forth at this point. We have a motion to enter names into the township and we will do that.

Audience member: Can I ask one question?

George Covalle: Sure.

Audience member: When we're talking about the governor and wanting to send letters and stuff, why don't we go in person as a group?

George Covalle: It's up to you.

Audience member: We may have to.

George Covalle: We're already an hour into our normal half-hour to 45 minute meeting, and we do have a few more things to go but for those of you who came specifically to for the discussion of HITA and so forth, I think it's been covered. If you'd like to leave you're welcome; if you'd like to stay you're welcome as well.

Guest Speaker, Clay Township Fire Chief George Rose: Chief Rose reported that he traveled to Ocala, Florida to meet with the E1 representatives to go over the pre-build for the new fire trucks which required a few changes to be made (lighting, front bumper, and paint). The fire department will be receiving two new trucks in 12-14 months: one for the mainland, and one for the Island. The fire department also participated with the Downriver Goodfellows in a paper sale, did a fundraiser with the FOP at Colony Bowl, purchased clothes for the families that receive food baskets. The department delivers 23 food baskets to residents within in the township. The Island station was manned



during the time that the ferry was shut down and also an ALS unit was located on the Island as well during that time. Medstar currently provides the township's ambulance service as well as our air ambulance. Chief Rose has been working with them to provide our landing zone coordinates for the Island in the event that transport is needed. This is available year-round. Additionally, Chief Rose is working with Westshore Service on an early emergency warning system. There is a meeting later this month to determine a location for where on the Island will be located.

In the month of December, the Clay Township Fire Department responded to five calls on the island; for the whole year they did 195 runs on the Island, and township-wide they did 1,339 runs which is up about 150 runs from last year township-wide.

Audience member: What's the length of time it takes for someone who volunteers for the fire department till they become a qualified firefighter? What is that time period?

Chief Rose: When the county offers a Firefighter I / Firefighter II class, they're normally done in January and by April, May timeframe they're done, so it takes about four to five months to get somebody through that class.

Audience member: Do you have a program to solicit new volunteers? Do you advertise? Do you have any program to try to get someone from the island to volunteer?

Chief Rose: We do have it on the Township webpage.

Brian Sears: The thing is, we can't get nobody on the Island to do it, except for me. I've been on the fire department here for 22 years. At one time we had a full roster and we had to turn people down. Now we can't get nobody.

Audience member: Why's that?

Brian Sears: Nobody wants to. No one's interested.

Audience member: That's not necessarily true. Sounds to me like there's a lot of people that don't know about the opportunity to do it. If it's only on one web page and no one's visiting that webpage, maybe we should put it on Nextdoor?

Audience member: Is there a way we could provide an incentive to encourage people?

Chief Rose explained that the township has an All-Call pay which varies based on the certifications, and then if candidates would like to do duty shift work, they can get paid that way.

Audience member: What is the fee for the volunteers to attend to a fire? At one time was \$25 a call. What is it today?

Chief Rose explained that it depends on their certifications whether certified Fire I, Fire II, and EMT: it's \$18/hour.

Audience member: What about providing an incentive, say a \$500 signing bonus or \$1,000 signing bonus that they receive at the end of their successful certification? Is that a possibility? I mean, if we need to solicit volunteers, we need volunteers on the Island... we need to do something. We just can't sit here and say well there's nobody here... I think we need to take a positive step and do something.

Dennis Szymanski remarked that if they don't have the moral compass do it, money isn't going to change someone's mind.



Audience member: Maybe the Association could offer that incentive? We've got \$75,000 dollars in the bank account here. I mean, what's more important than the protection of the homes and the lives on the island?

Brian Sears: Excuse me. Every time we get somebody in here we train them, they go off to another fire department.

Audience member: The volunteers will be likely to leave because they live here. And that's what you had before... you had a lot of volunteers. A lot of residents did participate in the fire department. We have the same problem on the mainland. There's probably about six of us residents on the mainland.

Supervisor Bryson: We are getting a lot of new people though, George, but just not from the Island. How many new people have we gotten in the past six months? Guess.

Chief Rose: Eight?

Supervisor Bryson: We are getting new people, just none from the Island.

Chief Rose: I have three applications right now sitting on my desk that I'm going to interview.

OLD BUSINESS

- *Investments:* Harold Stieber reported about an agreement with the Community Foundation of St. Clair County. The former C.O.D. money will be sent to this foundation to safeguard the HISCFA's investments, with the remainder of the money to be used for the purposes of future improvements including permanent restrooms at Browne's Field.
- *Portable Toilets:* There have been four portable toilets available at Browne's Field since the summer. Now, there will be one located on the mainland that will remain in place but be billed to the township. There will be one at Browne's Field that will continue to be in service, and the other three will remain in place but they will be locked. Going forward, in the summer, there will continue to be two units on the Island at Browne's Field.
- *Annual Membership Letter:* Barbara Crown was not present to report on this topic today, so it will be covered at next month's meeting.
- *Donations for Membership Policy:* George Covalle is requesting a motion for the HISCFA to enact a policy that prohibits donations in lieu of membership. If someone wants to be a member of the Association, they should pay the dues like everyone else. **Dennis Syzmanski makes the motion that anyone who wants to be a member must pay the current dues, and must not barter for membership. Jerry Thiel supports, Lois Whipple seconds; all in favor, motion carried.**
- *Car Show July 18, 2020 Plan B:* Jerry Thiel expressed concern that if the car show didn't happen one more year, participants will lose interest in ever coming back at all. It is crucial that the Association figure out a Plan B for a place to hold the car show in 2020. It was hoped that the new, longer ramp that Champion's Auto Ferry is working on will be able to accommodate the low ground clearance of the classic cars. However, it is not certain that the ferry will be completed and functional at that time. David Bryson was present but did not comment on the projected status of the ferry for the scheduled date of the car show. Costs for the show are kept to a minimum due to the significant amount of volunteers that put in their time to keep expenses down.



NEW BUSINESS

- *Membership Survey / Connection to Mainland:* The HISCFA Board of Directors has put together a survey to deploy to members and will compile the results to get a clear and concise response. The purpose of this survey is to gauge the voice of the Island and what Islanders want with respect to the connection to the mainland. Members who have provided the HISCFA their email address will receive the survey (unless they have previously opted out). The survey will close on January 26, 2020. The survey will not be sent to non-members at this time since the HISCFA is interested in representing the opinions and best intentions of its members who continue to show support for this organization. The results of the survey will be made public on the HISCFA webpage (<http://www.hiscfa.org>) once the survey is complete.
- *Winterfest Report:* Susan Bryson was not present to report about this event, but Harold Stieber reported that the event brought in just over \$2,000.
- *Member Management Software:* Christine Baloga reported that there is a proposal to switch over to a new member management software system that is called Wild Apricot, as opposed to continuing on a very manual basis (Excel spreadsheets, etc.). This software would manage the website, billing, membership, renewals, communication, invoices, etc., all in one solution. **Dennis Szymanski made a motion to start the 30-day trial at a future date to see whether it would be beneficial for our Association; Jerry Thiel seconded; all in favor, motion carried.**

Additional comments from directors or guests:

- ✓ Christine Baloga asked Supervisor Bryson what is the status of the new kayak launch on the Island near the Schoolhouse Grille. The Township officially owns the property now, which was secured through some township funds as well as grants matched by the DNR and St. Clair County. There will be a parking lot, a walking trail throughout the nine acres, and a kayak launch with a dock, all to be completed in phase one. The difficulty will be developing this land if there is high water again this year. A culvert and a driveway will likely be put in this year, and the parking lot would be the first step but it's not certain whether it will be this year or not.
- ✓ Supervisor Bryson stated that there will be a motion on next month's Clay Township agenda to bring in sandbags and sand early this year. Ultimately the Township Board will need to approve it to make it available hopefully in February. Dennis Szymanski suggested getting the sand delivered by barge or smaller vessel to get around the load restrictions of the ferry. Supervisor Bryson stated it will be difficult but he will see if the Township can take a look at doing that.
- ✓ Supervisor Bryson stated that Clay Township will not be providing hydro barriers (alternative to sandbags) to township residents this year, but Supervisor Bryson will be asking a few local businesses if they will be willing to become distributors.
- ✓ Nancy Streit read a fact sheet of possible causes of high water to the group of attendees. This information is located in the Appendix of this document.



Next meeting will be on Saturday, February 8, 2020 at **9:30 am** at the Harsen's Island Lions Hall.

Neva Covalle made the motion to adjourn; Jerry Thiel seconded. All in favor; meeting adjourned at 11:30 am.

Respectfully submitted,

Melanie Most, Recording Secretary

MelanieM@hiscfa.org



APPENDIX

Clay Township Fire Department Calls Received (ALL OF 2019) – Clay Township

Clay Township Fire Department Calls Received (December 2019) – Harsen's Island

Correspondence from Nancy Streit – Fact Sheet: Causes of High Water; IJC, IGLC, and contact information for Governor Gretchen Whitmer



Clay Township Fire & EMS

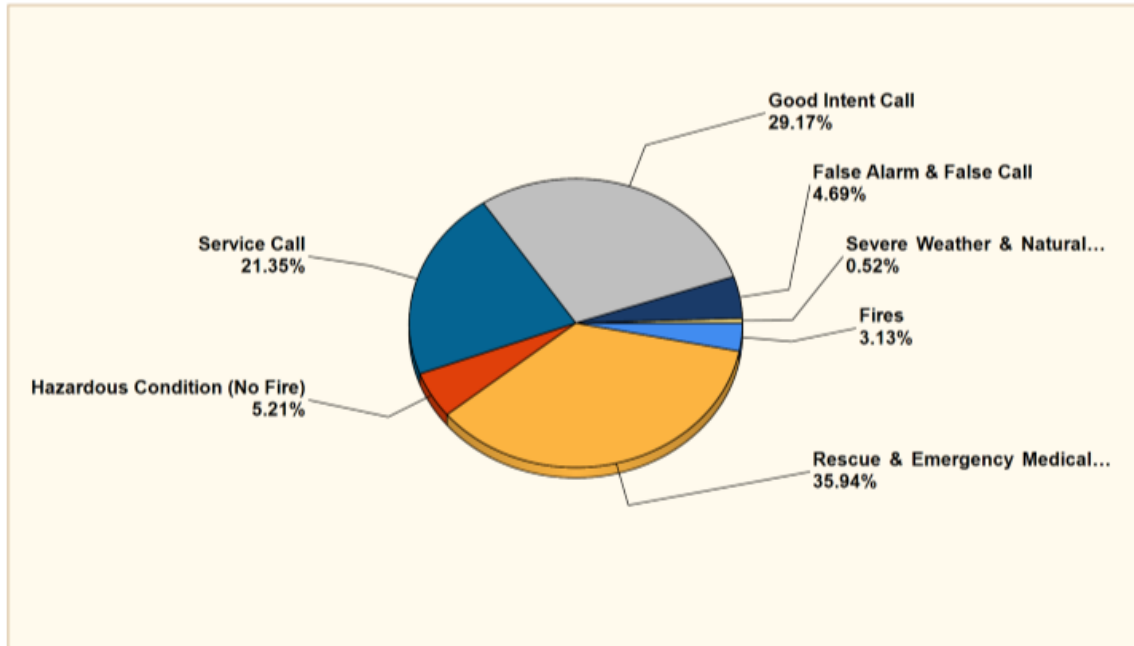
Clay Township, MI

This report was generated on 1/10/2020 10:28:16 AM



Breakdown by Major Incident Types for Date Range

Zone(s): 3 - HARSENS ISLAND | Start Date: 01/01/2019 | End Date: 12/31/2019



MAJOR INCIDENT TYPE	# INCIDENTS	% of TOTAL
Fires	6	3.13%
Rescue & Emergency Medical Service	69	35.94%
Hazardous Condition (No Fire)	10	5.21%
Service Call	41	21.35%
Good Intent Call	56	29.17%
False Alarm & False Call	9	4.69%
Severe Weather & Natural Disaster	1	0.52%
TOTAL	192	100.00%



Clay Township Fire & EMS

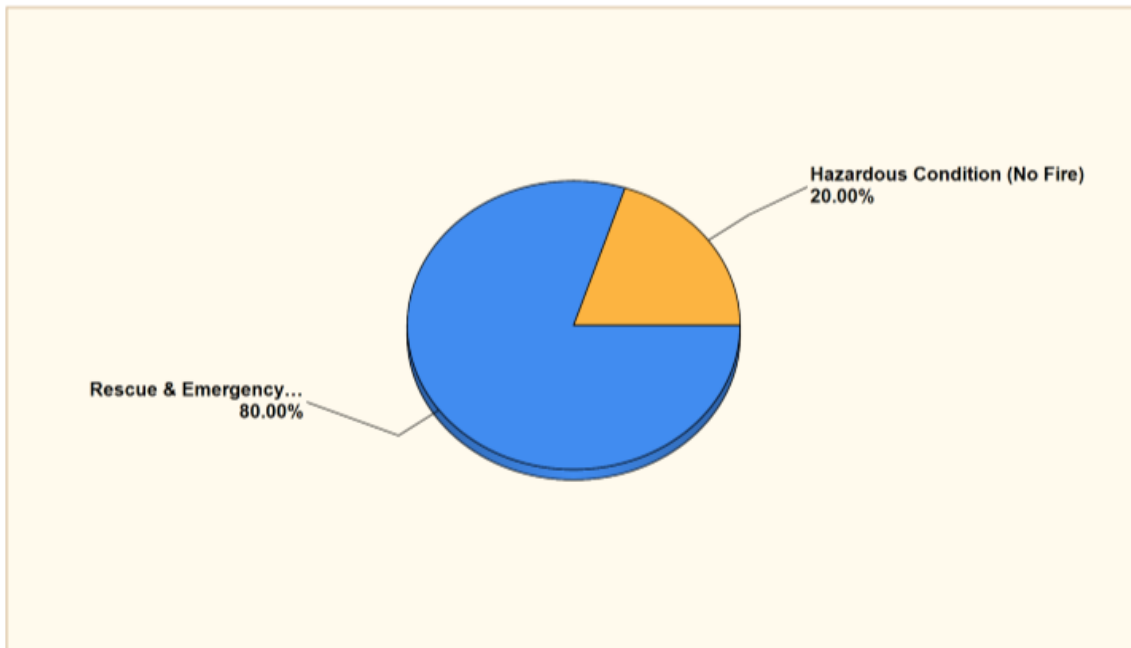
Clay Township, MI

This report was generated on 1/7/2020 4:03:33 PM



Breakdown by Major Incident Types for Date Range

Zone(s): 3 - HARSENS ISLAND | Start Date: 12/01/2019 | End Date: 12/31/2019



MAJOR INCIDENT TYPE	# INCIDENTS	% of TOTAL
Rescue & Emergency Medical Service	4	80.00%
Hazardous Condition (No Fire)	1	20.00%
TOTAL	5	100.00%



WATER INFORMATION FOR RESIDENTS OF HARSENS ISLAND Winter 2020

Communication with the GREAT LAKES COALITION has been re-established & it is important that you respond to the upcoming QUESTIONNAIRE.

FACT SHEET: CAUSES OF HIGH WATER:

1. Undue precipitation.
2. Normal cyclical changes.
3. Storage of high water in Niagara & other power plant locations.
4. Winter shipping. (without it, the water drops 2-3 ft. in winter)
5. Freighter's & one more inch. (example below)
6. It is troubling that "the powers that be" are already predicting higher water in 2020.

While we are delighted that commerce is thriving at this time, we think there needs to be fair play!!!!

It seems the rights of WE THE PEOPLE are being violated & we are not happy!

EXAMPLE:

Using the Edwin H Gott 1000' bulk carrier:

The St. Clair River is supposedly maintained at a depth of 27.'

If the depth of the river rises to 28' the following happens:

The Gott can handle 267 more tons of cargo valued at about \$26,000.

\$26,000 X 30 trips a season amounts to \$780,000 beyond normal cargo load.

It is all about the money!

Governor Gretchen Whitmer
P.O. Box 30013
#517-373-3400
#517-335-7858 Constituent Services



From: **Marcia Wineberg** marciawineberg@yahoo.com
Subject: **Great Lakes Coalition Response**
Date: **November 11, 2019 at 1:38 PM**
To: nancystreit@gmail.com



Hello Nancy,

It was so nice to talk to you this morning. You and your neighbors are not alone – it seems the entire Great Lakes are under siege from high water levels and severe erosion.

Enclosed please find copies of our recent newsletters which you may find of interest. Also enclosed is a recent communication from the International Lake Superior Board of Control (an agency of the International Joint Commission) announcing a 2019 high water levels questionnaire for property owners. You may want to forward this information on to your neighbors so that each homeowner can submit the questionnaire. Here is the direct link to the GLAM (Great Lakes Adaptive Management Committee) website and the questionnaire:

<https://ijc.org/en/glam/watershed/questionnaire/high-water-levels-2019>

The address to write directly to the International Joint Commission is:

1717 H Street, N.W., Suite 835
Washington, D.C. 20006

Their website has a message box to send them an e-mail message directly:

<https://ijc.org/en/contact>

I hope this information will be helpful to you. And, thank you for contacting us at the Great Lakes Coalition. Please visit our website for information I have been posting.

Marcia Wineberg, Secretary and Director
Great Lakes Coalition
www.iglc.org

Sent from [Mail](#) for Windows 10

Paul Atkinson
352-857-8103



Summer 2019
Newsletter.pdf



GLC Winter
2018 N...ter .pdf



Summer 2018
Newsle....18.pdf



International Lake Superior
Board of Control
FOR IMMEDIATE RELEASE

