

(5)TB, Michael, Barb, Michaela,
Public

Public Comment for 7/27/21 Town of La Pointe Board meeting:

I respectfully request that our Town Board stand with the Red Cliff Band of Lake Superior Chippewa and many other concerned citizens and organizations in opposition to the proposal coming before the Bayfield County Board of Adjustment on Thursday, July 29th to allow Kristle Majchrzak to draw, transport, and sell bottled water from the Lake Superior watershed basin.

Our Lake Superior water resource should not be emptied to fill the pockets of one business person. The Lake belongs to all of us, and is not for sale.

A copy of the Red Cliff resolution is attached.

Thank you for your time and consideration.

James M. Patterson

RECEIVED

JUL 27 2021

Initial

dg

Red Cliff Band of Lake Superior Chippewa Indians

RESOLUTION NO: 7/22/21A

OPPOSING KRISTLE MAJCHZRZAK'S APPLICATION TO BAYFIELD COUNTY FOR A CONDITIONAL USE PERMIT

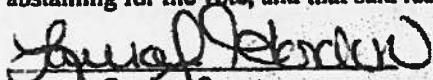
- WHEREAS:** the Red Cliff Band of Lake Superior Chippewa Indians is a federally recognized Indian Tribe, organized under a constitution adopted April 18, 1936, and approved June 1, 1936, pursuant to Sec. 16 of the Indian Reorganization Act, said Constitution having been amended by the Band on January 28, 1991, and said amendments approved by the Secretary on July 2, 1991, in accordance with the provisions of applicable federal law; and
- WHEREAS:** the Red Cliff Tribal Council is the governing body of the Band; and
- WHEREAS:** the Band is a signatory to the Treaties of 1837 (7 Stat. 536), 1842 (7 Stat. 591) and 1854 (10 Stat. 1109) with the United States; and
- WHEREAS:** those treaties guarantee to the Lake Superior Chippewa Indians usufructuary rights (rights of use); and
- WHEREAS:** Gitchi Gamii (Lake Superior) has always held a central place in the culture and traditions of the Band and is central to the Band's usufructuary rights; and
- WHEREAS:** the Band recognizes that fresh water is a finite resource and that societal demands to monetize fresh water supplies represent an existential threat to our culture and lifestyle and a direct and pressing threat to the Lake Superior fishery and the wild rice beds which face depredation and eventual extinction from the commercial sale of Lake Superior water; and
- WHEREAS:** Kristle Majchrzak has submitted a Conditional Use Permit application for a proposed project to extract water from an artesian well in Herbster, Wisconsin near the Bark Bay Sloughs and the shores of Anishinaabeg Gitchigami (Lake Superior); and
- WHEREAS:** The proposed project is within the 1842 ceded territory and would impact aki (land) and nibi (water) ceded by our people in the 1842 Treaty of LaPointe; and
- WHEREAS:** the Band has retained and exercises stewardship responsibilities of our inawemaaganag (relatives), which the others might call "natural resources", across the ceded territories upon which meaningful exercise of Treaty Rights is based;

NOW THEREFORE BE IT RESOLVED: that the Red Cliff Band stands opposed to Kristle Majchrzak's application to Bayfield County for a Conditional Use Permit; and

BE IT FURTHER RESOLVED: that the Band hereby declares its opposition to any such project that proposes the commercial sale of Lake Superior water.

CERTIFICATION

I, the undersigned Secretary of the Red Cliff Tribal Council, do hereby certify that the council is composed of nine members (9), of whom 9 were present at a meeting duly called, convened and held this 27th day of July, 2021, and that the foregoing resolution was adopted at said meeting by an affirmative vote of 7 members for, 0 against, and 1 members abstaining for the vote, and that said resolution has not been rescinded or amended in anyway.



Laura J. Gordon, Secretary
Red Cliff Tribal Council

(5) TB, Michael, Barb, Michael,
Ben, Public

CONTRACT FOR SERVICES

This contract for services is made and entered into between the Town of La Pointe in Ashland County, Wisconsin, (the "Town") and LaPointe Gas Inc. (the "Contractor").

RECITALS

WHEREAS, the Town desires to obtain the services described herein; and

WHEREAS, the Contractor represents to the Town that it has the expertise, knowledge and experience necessary to properly perform this contract according to its terms and that it is ready, willing and able to do so,

NOW, THEREFORE, in exchange for the valuable consideration set forth herein, the Town and the Contractor hereby agree as follows:

1. Description of Services. The Contractor will, in accordance with the terms and provisions set forth herein, provide the Town with the following services:

- A. Purchase, delivery, and fill of liquefied petroleum gas to 1,000-gallon propane tanks and 500-gallon propane tanks.

Such services will be provided at:

- Big Bay Town Park, 2305/2306 Big Bay Road (1 tank)
- Snow Removal Equipment building (SRE), 797 Big Bay Road (5 tanks)
- Roads shop, 795 Big Bay Road (3 tanks)
- Old County Garage, next to 795 Big Bay Road (1 tank)
- Airport, 793 Big Bay Road (1 tank/generator)
- Emergency Services Building, 320 Big Bay Road (5 tanks)
- Winter Transportation Terminal, 318 Big Bay Road (2 tanks)
- Community Clinic, 241 Big Bay Road (2 tanks)
- Town Hall, 240 Big Bay Road (2 tanks)
- Library, 249 Library Street (3 tanks)
- Materials Recover Facility / Island Closet, 412 Big Bay Road (1 tank)

LOCATION
CORRECTED

Town will monitor levels and will notify Contractor before levels decline to 20%. Contractor shall fill all tanks to at least 80% within one week before ferry boats stop running.

Contractor will not be responsible for the accuracy of tank gauges or failure of equipment that are owned by the Town.

RECEIVED
JUL 27 2004

dg

(5) TB, Michael, Barb, Micaela,
Public



MADELINE ISLAND FERRY LINE RESPONSE ARTICLE

Submitted by

Arnie Nelson, Senior VP & MIFL Board Chair

Gary Russell, Senior VP

With contributions from MIFL Staff

RECEIVED
OCT 13 2021

Initial dg
from M.K.

The Madeline Island Ferry Line (MIFL) has been serving Madeline Island and the Chequamegon Bay Region since 1970. Our mission is to provide quality transportation and related services to Madeline Island and mainland residents and visitors in an efficient, profitable, safe and dependable manner.

The entire MIFL team is deeply dedicated to the island community we serve which depends on us for access to/from the mainland. Our crew has done extraordinary work to ensure our vessels have enough crew to sail and to keep a vital transportation link open through a historic pandemic.

Why is MIFL operating on a schedule different from years past? The answer is quite simple; we have a shortage of licensed captains. MIFL is facing an unprecedented staffing challenge just as pre-pandemic ridership numbers levels return. Retirements and injuries coupled with the difficulties of hiring enough qualified employees have left us in a difficult situation. MIFL must also plan for enough crew for emergency runs, maintenance projects and vessel breakdowns.

We are happy to report that currently we have four captains in training (3 year round mainland residents and 1 summer resident). Becoming a MIFL captain requires long shifts, sufficient on the job training on all five of our vessels and the ability to handle adverse wind, weather and ice conditions.

MIFL is just one of many ferry companies faced with the challenge of a lack of workers. According to a recent article in the Seattle Times, the Washington State Ferries has been forced to cancel trips and delay departures due to employee shortages. Similarly, the North Carolina ferry service that carries passengers to the Outer Banks is operating with a shortage of deckhands, seamen and captains.

Closer to home on the Great Lakes, Jake Market of Miller Boat Line (Lake Erie) said, "Our company has not been able to find a sufficient number of licensed captains and deckhands and this has negatively impacted our service. We limit same day round trip auto traffic on Saturday and Sunday unless the customer shows proof of island accommodation. No guaranteed auto passage off the island unless in line at 6 pm. Our last trip off the island is 9pm and the mainland is 9:30pm." And, according to Hoyt Purinton of Washington Island Ferry Line (Lake Michigan), "No way we could double shift (boat crew) every weekday like MIFL does - nowhere to find qualified people to work for 7 to 8 weeks. We are also discussing suggested round trip cut off times for same day autos and that is a real possibility with some of the events scheduled for this summer."

We understand your frustrations with our ferry schedule. Many factors are taken into consideration when putting together the ferry schedule. This includes ridership, crew availability, vessel capabilities and USCG mandates. The COVID-19 pandemic created new challenges for us. MIFL must schedule crew in a way that keeps them safe and to plan for a possible outbreak among the crew that could reduce or shut down ferry service.

The 2021 printed ferry schedule was put together at a time when there was still so much uncertainty remaining about the COVID-19 pandemic. Vaccines were not widely available, mask and social distancing mandates and stay at orders were still in effect, school and college aged students were learning remotely and many individuals were still working from home. Crew safety, availability of summer employees and projected visitor numbers were up in the air.

The most current ferry schedule is posted on our web site madferry.com. We have added trips as staffing levels permit. We have restricted the days for gas and propane transports to best accommodate passenger and vehicle traffic. We continue to run frequent extra boats on heavy traffic days to shorten wait times on our ferry docks.

Another factor in putting together our schedule is the length of our operating season and shut down. Milder winters due to climate change have expanded our season and ice operations. In 2012, 2016, 2017 and again in 2020 we operated year round. As a result, we have incurred considerable winter damage to our vessels and escalating repair costs during these "thinner ice" winters. In the years when we do not have an ice road, MIFL works closely with Windsleds Transportation Inc. to ensure service and access to the Island continues during the long winter months.

We know that MIFL is the only ferry service to/from Madeline Island. Our priority is to provide reliable service. MIFL operates one of the best ferry services on the Great Lakes in terms of the number of scheduled trips and rates without a public subsidy. Thank you for your patience and understanding.



The Madeline Island Ferry Line is dedicated to the Madeline Island community. Did you know that MIFL provides:

- 24 hour, seven days a week on call emergency response for police, ambulance and power outages?
- discount cards for passengers and automobiles (including lower ferry rates for "compact vehicles")?
- senior discount cards with greater savings on ferry rates?
- frequent extra boats during heavy traffic times to shorten vehicle wait times?
- free non-school related transportation for Island children enrolled in the School Districts of Bayfield or Washburn through high school?
- special trips for the School District of Bayfield for after hour events and activities?
- free transportation and special trips for Island EMTs and Fire Department personnel for training?
- assistance with cost of ferry transportation for Islanders with major medical issues?
- free transportation for the Island UCC minister and Catholic priest?
- free transportation for Island and mainland softball teams when there is a summer league?
- free transportation day for locals the first Saturday in December?

The Madeline Island Ferry Line also:

- supports local non-profit organizations and events through cash donations and sponsorships.
- provides rental accommodations to house mainland crew when necessary for winter emergency coverage.
- provided one-third of the local portion for the purchase of the two new windsleds.
- provides financial support of the winter transportation system through the payment of an annual subsidy.
- provided fifty percent of the local cash match for a Wisconsin Harbor Assistant Program Grant for improvements to the Island town dock.
- provides a heated passenger terminal in Bayfield for Island students and commuters during the windsled season.
- provides free off street parking and plowed lots in Bayfield for Islanders during windsled season.
- covers one hundred percent of the cost of a maintaining and owning a first class harbor facility on the mainland.
- provides well maintained equipment with a highly trained professional crew.