



Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

March 4th, 2022

Dear Mr. Shirey,

We want to pledge our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA - PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

- *The Carbide Dock Port Rehabilitation project, located along the St. Mary's River, proposes to replace approximately 1,235 linear feet of an existing timber pile supported concrete relieving structure dock with steel sheet pile wall and tie-back system.*
- *A proposed steel reinforced concrete cap along the river edge provides several benefits including anchoring of 19 mooring cleats and 620 linear feet of guard rail, and 915 linear feet of timber fendering.*
- *In addition to the mooring cleats along the river edge, 13 mooring bollards are proposed approximately 50' from the river edge to allow visiting cruise ships and cargo vessels a point to anchor. Maximum design working loads on eleven of the mooring bollards and 10 tons and on two of the bollards is 30 tons.*
- *A reinforced pavement section creates a designated crane pad area of 7,500 square feet at the northeast corner of the river edge. Here a crane can be loaded or unloaded onto a vessel as well as allowing the crane to be stationed along the river edge to load and unload materials from the moored vessel.*
- *To store materials, 84,600 square feet of paved cargo area is proposed on the east side of the site. Here an impervious asphalt surface is used to store materials and ensure that storm runoff of specifically identified materials, such as salt, is directed to underground storage tanks to the north of the cargo area. 30,000 square feet of aggregate surface storage area is proposed where impervious surfaces are not a*



Chippewa County
Economic Development Corporation



chippewacountyedc.com

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regulatory requirement. Approximately 21,000 metric tons of rock salt can be temporarily stored at this facility.

- *To secure this area, 1,400 linear feet of 8' perimeter fence with 4 access gates surrounds the cargo storage area and site lighting ensures proper visibility for enhanced security. Outside of the secure cargo storage area a publicly accessible park is proposed which includes green stormwater management systems, passive recreational areas, paved open plaza areas, site furnishings and landscaping.*

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,

Chris Olson, President
Chippewa County Economic Development Corporation
5019 W. Airport Dr, Kincheloe, MI 49788
chrisolson@chippewacountyedc.com
(906) 495-5631

United States Senate

March 1, 2022

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

Dear Mr. Shirey,

I am writing to express my support for the City of Sault Ste. Marie's Economic Development Agency's American Rescue Plan Economic Adjustment Assistance program grant application.

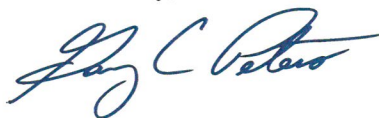
The City of Sault Ste. Marie is seeking assistance for rehabilitation of the Carbide Dock, which is located along St. Mary's River. The project proposes to replace approximately 1,235 linear feet of existing timber pile with steel sheet pile wall and a tie-back system. This upgrade would improve upon and increase current docking capabilities, including providing visiting cruise ships and cargo vessels a point to anchor.

A new section of reinforced pavement on-site will provide a 7,500 square foot area for a crane to be stored along the river edge for loading and unloading of moored vessels. Materials stored at the Carbide Dock will be held on an 84,600 square foot paved cargo section. This surface ensures storm runoff of harmful materials is directed to underground storage tanks north of the cargo area.

Funding this project is critical to the safety and efficiency of a major regional waterway and transportation hub. Situated downstream of the Soo Locks, the Carbide Dock provides a place for vessels to moor once arriving in the United States if in need of repair, inspections, or other emergencies. It is also important to our national supply chain, as essential commodities are unloaded from barges for distribution at this facility. The site is also used by the U.S. Army Corps of Engineers as a site to mobilize equipment and make repairs.

I am confident the City of Sault Ste. Marie's Economic Development Agency's American Rescue Plan Economic Adjustment Assistance grant application will receive appropriate consideration. If I may be of any further assistance, please contact Aubrey Moore in my Marquette office at (906) 373-6038. Thank you in advance for your attention to this matter.

Sincerely,



Gary C. Peters
United States Senator



Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

March 4, 2022

Dear Mr. Shirey,

On behalf of Algoma Steel, I am writing in support of the City of Sault Ste. Marie, Michigan and their EDA-2021-ARPAEAA -PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

Algoma Steel is a fully integrated producer of hot and cold rolled steel products including sheet and plate. With a current raw steel production capacity of an estimated 2.8 million tons per year, we serve the needs of customers in the automotive, construction, energy, defense, and manufacturing sectors in Canada and the Midwest USA. As a founding industry and the largest employer in Sault Ste. Marie, Ontario, Algoma Steel has a direct interest in advancing and preserving the economic vitality and quality of life in our community.

Situated across the St. Mary's river to the northwest of the Soo Locks, Algoma Steel is unable to receive northbound cargo shipments during the winter months when the locks are closed. When such a need arises, the Carbide Dock is Algoma Steel's preferred option for the receipt of bulk raw materials. Port options further south on Lake Huron are less than favourable alternatives given the voluminous transportation and logistics requirements associated with the movement of up to 80,000 tons of material such as metallurgical coal or coke.

Vessels servicing Algoma Steel range between 620 and 1000 linear feet. The quantity and nature of our cargo require generous storage space, preferably on an impervious surface engineered to mitigate storm run-off.

The Carbide Dock grant application encompasses all of the dock amenities that our operation would require and most importantly provides a vital business continuance solution, mitigating the very severe risk to our operation in the event of a delayed shipment or emergency shortfall of raw material.

Should you require any further information, please don't hesitate to get in touch.

Sincerely,

A handwritten signature in dark ink, appearing to read 'JN', followed by a long horizontal flourish.

John Naccarato

Vice President, Strategy & General Counsel

Chippewa County Administrator's Office
319 Court Street
Sault Ste. Marie, MI 49783



Kelly J. Church
Administrator
Cady Bauers
Administrative Assistant

Phone: (906) 635-6330
Fax: (906) 635-6325

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

February 28, 2022

Dear Mr. Shirey,

We want to pledge our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA -PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

- *The Carbide Dock Port Rehabilitation project, located along the St. Mary's River, proposes to replace approximately 1,235 linear feet of an existing timber pile supported concrete relieving structure dock with steel sheet pile wall and tie-back system.*
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regulatory requirement. Approximately 21,000 metric tons of rock salt can be temporarily stored at this facility.

- *To secure this area, 1,400 linear feet of 8' perimeter fence with 4 access gates surrounds the cargo storage area and site lighting ensures proper visibility for enhanced security. Outside of the secure cargo storage area a publicly accessible park is proposed which includes green stormwater management systems, passive recreational areas, paved open plaza areas, site furnishings and landscaping.*

A project like this will help broaden opportunities to bring new tourist and business to the area and to provide resources for potentially new commerce and industry. Our local economy needs projects like this to succeed to help provide growth and stability here in Chippewa County.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,



Kelly J. Church
Administrator



3949 S. Mackinac Trail
Sault Ste. Marie, MI 49783

Ph: (906) 635-5295

Fax: (906) 635-5297

CHARLES MOSER
Member- Drummond Island

BRIAN DECKER
Office Manager

RICHARD B. TIMMER
Chairman - Brimley

ROBERT LAITINEN, P.S.
Manager

KEITH ERICKSON
Road Superintendent

JEREMY K. GAGNON
Vice Chairman - Sault Ste. Marie

STEPHANIE BOILEAU, PE
Engineer

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

02 February 2022

Dear Mr. Shirey,

We want to pledge our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA - PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

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The most significant item of concern for the Chippewa County Road Commission is the provision of the impervious surface area for the unloading of bulk cargo, mainly rock salt. Also important is the provision of the robust mooring bollards for the vessels to utilize while unloading and the storm water runoff collection that will prevent undesirable environmental impact of salt laden runoff from entering the St Mary's River. We receive approximately 12,000 tons of bulk rock salt per year for use in winter operation on the area highways so that commerce can continue in and through this region. In addition to the Chippewa County Road Commission the City of Sault Ste Marie, City of St. Ignace, Village of Newberry, Mackinac County Road Commission, Luce County Road Commission, and Michigan Dept. of Transportation garages at St. Ignace and at Engadine all receive shipments of salt by truck from this dock. In the past, Alger County Road Commission, the City of Munising, and the Seney garage of the Schoolcraft County Road Commission have also been served by this dock. To lose this site for bulk cargo unloading would have a significant detrimental impact not only on the immediate city/county area but across the entire eastern half of the Upper Peninsula of Michigan. The closest available alternative dock is at the steel mill on the Canadian side of the river, which imparts huge delays and additional costs for cross border trucking, or at Escanaba or Marquette Michigan, which imparts the same delays and costs due to increased trucking distance. The one season in the past when this facility was not available our salt was dropped on the Canadian side and our costs nearly doubled for that year delivering the materials to our facilities.

Also developing locally is delivery of bulk construction aggregates to this site since the local deposits of sand and stone are depleting rapidly. As the local deposits dwindle, local aggregate suppliers are trucking materials from increased distance to meet the demand causing higher pricing for local projects. The Chippewa County Road Commission as an end user is currently evaluating acquiring some of our aggregates as a bulk delivery utilizing this dock and I believe the practice will continue to expand among other local end users and commercial suppliers of construction materials.

Completion of this project is of utmost importance to the economy of the entire region as well as ensuring the continuation of established levels of highway maintenance service to the entire region.

Worthy of note, a significant portion of the population of this region are members of either the Sault Tribe of Chippewa Indians or the Bay Mills Indian Community both of which are traditionally underserved populations. Between the two tribes they have populations and operate facilities in seven counties of the upper peninsula so they would most definitely be adversely affected if this project is not brought to completion.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,

Robert Laitinen

Feb 22 2022 11:08 AM

Robert Laitinen, PS
Chippewa County Road Commission, Manager
3949 S Mackinac Trail
Sault Ste Marie, MI
(906) 440-2244
rlaitinen@chippewacountyroads.org



March 8, 2022

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

Dear Mr. Shirey,

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2916 W M-28,
Dafer, MI 49724



Tel. (800) 562-4953



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Cloverland

ELECTRIC COOPERATIVE

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Sincerely,

Mike Heise
President and CEO
mheise@cloverland.com
906-632-5150



2916 W M-28,
Dafer, MI 49724



Tel. (800) 562-4953



www.cloverland.com



LAKE CARRIERS' ASSOCIATION



February 23, 2022

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

Via email to: ls hirey@eda.gov

Dear Mr. Shirey,

The Lake Carriers' Association pledge's our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA -PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

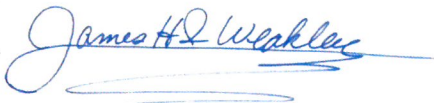
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underground storage tanks to the north of the cargo area. 30,000 square feet of aggregate surface storage area is proposed where impervious surfaces are not a regulatory requirement. Approximately 21,000 metric tons of rock salt can be temporarily stored at this facility.

The Carbide Dock is a critical piece of maritime infrastructure that supports commercial shipping and the interconnected Great Lakes supply chain. In the past, this dock has proved critical to U.S. Coast Guard (USCG) icebreaking operations. With limited docks in the St. Mary's River able to accommodate the largest icebreaker, USCGC MACKINAW, the Carbide Dock is vital to maintaining maritime commerce during the winter months.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and the entire Great Lakes region. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,



James H. I. Weakley
President
Lake Carriers' Association



Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

3/1/2022

Dear Mr. Shirey,

Lake Superior State University's Center for Freshwater Research and Education (CFRE) would like to pledge our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA - PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

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As a neighbor to the proposed project site, CFRE sees immense value in the project proposed by the City of Sault Ste. Marie and the positive impacts that our community would garner from its completion. Housed within CFRE is the Great Lakes Discovery Center, which is a public educational center that aids in teaching the importance of sustaining our Great Lakes and their associated aquatic environments. The city's project would provide access to the St. Mary's River and directly connect residents and visitors with a critical resource in the Great Lakes region. Not only would this provide a real world connection to what visitors learn about in the Great Lakes Discovery Center, but it also would allow for additional programming with K-12 groups and other community based educational programs. In addition, the implementation of a green stormwater management system would complement the existing system that was installed at CFRE, enhancing the filtration of hundreds of thousands of gallons of runoff each year, thus creating healthy and sustainable water management in a crucial ecosystem.

Both of the above opportunities, increased environmental awareness and education along with green stormwater management, align with the 6th investment priority of the EDA: Environmentally-Sustainable Development.

650 W. Easterday Ave., Sault Ste. Marie, MI 49783
Telephone: 906-632-6841 · Fax: 906-635-2111
www.lssu.edu

CFRE fully supports the City of Sault Ste. Marie and their initiative at the Carbide Dock, and requests that the proposal be approved. Your consideration is greatly appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Ashley Moerke". The signature is written in black ink and is positioned above the printed name and title.

Ashley Moerke, Ph.D.
Director, Center for Freshwater Research and Education

M.C.M. Marine, Inc.

1065 East Portage Avenue

Sault Ste. Marie, MI 49783

Phone (906) 632-4316 • Fax (906) 632-7766

mcmmarine@mcmmarine.com

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River & Harbor Improvements

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March 8, 2022

Mr. Lee J. Shirey

Economic Development Representative for Michigan and Wisconsin U.S. Department of Commerce
Economic Development Administration 230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

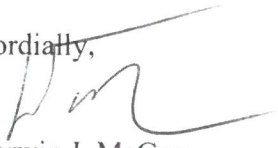
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As one of the largest marine contractors on the Northern Great Lakes, our firm is acutely aware of the importance of Sault Ste. Marie's port facilities for the economic health of our region. Improving our riverfront facilities will result in higher wages for local workers and higher revenues for all businesses in our area. This project will be especially important during the upcoming Soo Locks construction project where riverfront staging and storage capacity will be at a premium. We strongly urge your support for this essential infrastructure project.

Cordially,



Darwin J. McCoy
President



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY
MARQUETTE DISTRICT OFFICE



LIESL EICHLER CLARK
DIRECTOR

March 4, 2022

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

Dear Mr. Shirey:

The Michigan Department of Environment, Great Lakes, and Energy (EGLE), Water Resources Division (WRD), would like to pledge our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA -PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock. The following is a brief overview of the proposed infrastructure:

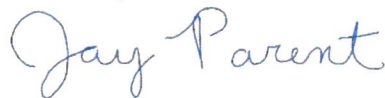
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Salt, aggregate, coal, and other commodities that are unloaded from barges onto the Carbide Dock are important community activities that can also create some storm water management challenges. Michigan EGLE supports the project components that would greatly improve the storm water management measures to capture and treat brine runoff generated on the site from the storage of salt. Capturing the brine runoff allows the city to pump and haul the contaminated water to the wastewater treatment plant for proper disposal. Alternative best management practices for covering very large piles of salt create significant challenges and are more difficult to manage properly. The green infrastructure storm water management systems also greatly improve general storm water quality and will properly manage storm water runoff during times of aggregate and coal storage.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,

A handwritten signature in blue ink that reads "Jay Parent". The signature is written in a cursive, flowing style.

Jay Parent, District Supervisor
Marquette District Office
Water Resources Division
906-236-9611

cc: Tracey Laitinen, City of Sault Ste. Marie
Tom Asmus, EGLE
Mitch Koetje, EGLE



Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

March 1, 2022

Dear Mr. Shirey,

We want to pledge our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA - PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

- *The Carbide Dock Port Rehabilitation project, located along the St. Mary's River, proposes to replace approximately 1,235 linear feet of an existing timber pile supported concrete relieving structure dock with steel sheet pile wall and tie-back system.*
- *A proposed steel reinforced concrete cap along the river edge provides several benefits including anchoring of 19 mooring cleats and 620 linear feet of guard rail, and 915 linear feet of timber fendering.*
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Morton Salt and subsidiary Detroit Salt support this effort for the following essential reasons:

Equity – Economic development in the Sault Ste. Marie area adds to participation in the economic prosperity brought about by Morton Salt's growth. This dock will be utilized in our shipping plan to service the Upper Peninsula area by way of lake serviced product placement. Accordingly, it works toward better overall safety for the driving public. The Upper Peninsula is difficult to access by way of land ingress. A dock in the Sault Ste. Marie area allows the salt industry to fill in summer and fall months in preparation for the winter providing a secure source of product for residents in the area.

Recovery – Given the business downturn in the region, enhancing the ability to provide and grow the deicing salt business in this area works to mitigate the effects of an overall business loss over the years. The deicing salt business has been around for decades and will continue to be. This is a long-term project with built in staying power.

Workforce Development – Our Detroit mine is the basis for over 500 jobs in the State of Michigan. Employment ranges from miners to office staff to truck drivers. Development in Sault Ste. Marie adds to employment in support of a critical function. This local economy is affected by job creation to handle all of the facets of salt handling through delivery.

Manufacturing – Morton's Detroit mine continues to grow. The company has spent millions in developing infrastructure and adding the ability to access lake transport. This means that a dock in Sault Ste. Marie is a critical stepping stone to this development as it extends our reach and customer base. There is a twofold effect. More jobs in Michigan. More jobs in the Sault Ste. Marie area.

Exports and Increased Investment – Given the excellent location of a dock in Sault Ste. Marie, there are openings for not only Morton Salt but also other salt companies to move product from the United States as well as from mines located in Canada to assume this business. This dock becomes a gateway to an underserved region.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,

Steven M. Briggs

Steven M. Briggs (Mar 1, 2022 15:16 CST)

Steven M. Briggs
Vice President
Morton Salt

[\(sbriggs@detroitsalt.com\)](mailto:sbriggs@detroitsalt.com)

515.444.3133

ROEN SALVAGE COMPANY

180 E. REDWOOD ST. STURGEON BAY, WI 54235 920-743-6533 FAX: 920-743-2411



MARINE CONTRACTORS

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

March 1, 2022

Dear Mr. Shirey,

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ROEN SALVAGE COMPANY

180 E. REDWOOD ST. P.O. BOX 26 STURGEON BAY, WI 54235 920-743-6533 FAX: 920-743-2411

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Usage of the Carbide Dock has been critical for our organization to successfully complete numerous infrastructure projects at the Soo Locks for the Army Corps of Engineers. In the past 5 years we completed two marine construction projects at the Soo Locks equating to over 19,000 labor hours while using the Carbide Dock as a material transport and staging area. Most of the dock was declared condemned, but we were able to utilize a small portion of it from a distance. The Carbide Dock is the only viable option within close proximity of the Soo Locks Complex. It is critical that the dock is appropriately rehabilitated to ensure safe usage for future infrastructure projects at the Soo Locks.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,



David R. Schanock / President
180 E. Redwood St.
Sturgeon Bay, WI 54235
schanock@roensalvage.com
(920) 743-6533 x124



March 4, 2022

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

Dear Lee,

We want to pledge our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA - PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

- *The Carbide Dock Port Rehabilitation project, located along the St. Mary's River, proposes to replace approximately 1,235 linear feet of an existing timber pile supported concrete relieving structure dock with steel sheet pile wall and tie-back system.*
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SaultEDC.com



2345 Meridian Street
Sault Ste. Marie, Michigan 49783

906.635.9131



Sault Ste. Marie

ECONOMIC DEVELOPMENT CORPORATION

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- **Workforce Development:** this project would support the hiring of local job seekers that need well-paying jobs
- **Manufacturing:** would allow access to our Foreign Trade Zone partners in the County
- **Technology-Based Economic Development:** this project will match well with LSSU Center for Freshwater Research Center and the future development of the surrounding site
- **Exports & FDI:** would fit perfectly with our Bi-National Investment District, a partnership with Sault, Ontario Economic Development Corporation

SaultEDC.com

 @SSMEDC

2345 Meridian Street
Sault Ste. Marie, Michigan 49783

906.635.9131





We would be happy to discuss this project with you at your convenience and thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "JH", is placed above the contact information.

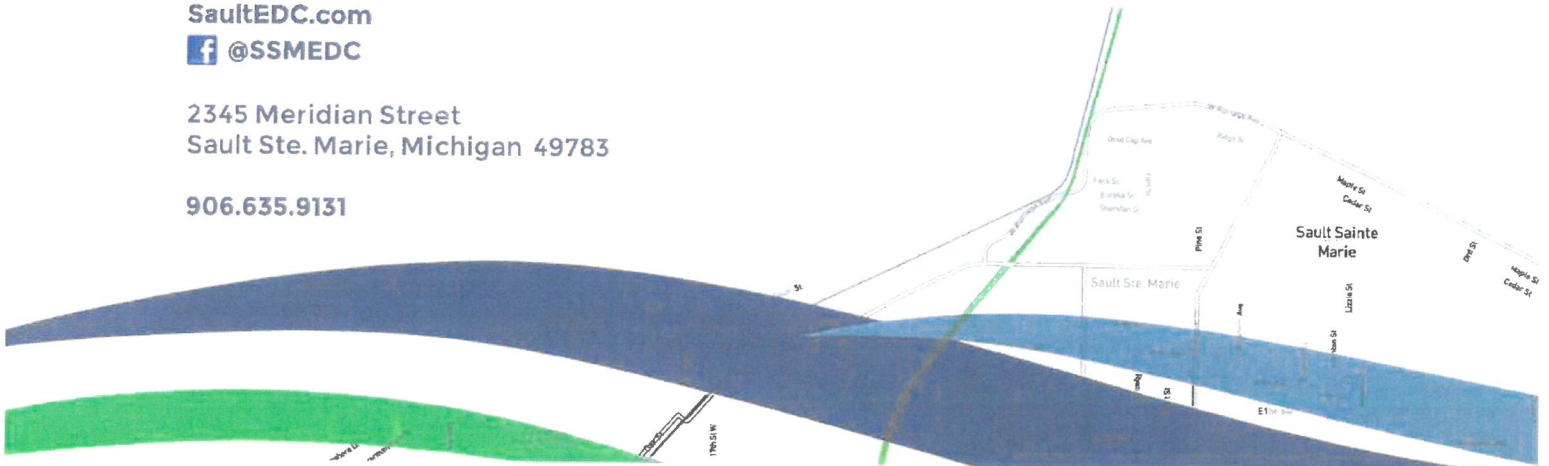
Jeff Holt, Executive Director
Sault Ste. Marie Economic Development Corporation
2345 Meridian Street, Sault Ste. Marie, MI 49783
jholt@saultcity.com
906-632-5778

SaultEDC.com

@SSMEDC

2345 Meridian Street
Sault Ste. Marie, Michigan 49783

906.635.9131





Aaron A. Payment,
EdD, EdS, MEd, MPA

Office of the
Tribal Chairperson

523 Ashmun Street
Sault Ste. Marie
Michigan
49783

Phone
906.635.6050

Fax
906-632-6829

Email
aaronpayment@saulttribe.net

FaceBook
'Aaron Payment'

March 4, 2022

Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

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In the *1820 Treaty of Sault Ste. Marie (Michigan)*, my Tribe's ancestors ceded 16 square miles of land at Fort Brady along the St. Mary River to allow for development while retaining our treaty rights to fish this the St. Mary's River forever. This follows a long-standing cooperation between our tribal ancestors with the settlers of the City of Sault Ste. Marie which I am proud to say continues to this day. The enhancement of this dock will allow for the continued exercise of our treaty rights to fish this area as there are simply no access sites to make it practicable nor economical to practice our rights.

Further, as the Tribe's EDC continues to development a working relationship with the City of Sault Ste. Marie on mutually beneficial projects, I believe there very well may be eventual cooperative economic trade projects including inter-national trade of mutual gain to the Tribe and City of Sault Ste. Marie, MI. With this justification, it makes great sense to support the enhancement to this dock.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

With the Tribe's understanding that we will work out some shared use of the dock to allow for fishing access and further development of mutual gain, I strongly support the City of Sault Ste. Marie's application for their EDA-2021-ARPAEAA -PKG00268462 grant application.

Respectfully,



Dr. Aaron A. Payment, Chairperson



WAYNE A. SCHMIDT
37TH DISTRICT
P.O. BOX 30036
LANSING, MI 48909-7536

THE SENATE
STATE OF MICHIGAN

PHONE: (517) 373-2413
TOLL FREE: (855) 347-8037
FAX: (517) 373-5144
senwschmidt@senate.michigan.gov

3/8/2021

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

Dear Mr. Shirey,

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Sincerely,



Wayne A. Schmidt
State Senator
37th District



DEPARTMENT OF THE ARMY

CORPS OF ENGINEERS, DETROIT DISTRICT
SAULT STE. MARIE AREA OFFICE
312 WEST PORTAGE AVENUE
SAULT STE. MARIE, MICHIGAN 49783-1880

January 25, 2022

Sault Ste. Marie City Manager
Attn: Mr. Brian Chapman
225 East Portage Avenue
Sault Ste. Marie, MI 49783

Dear Mr. Chapman,

It is my pleasure to submit this letter to explain how the Carbide Dock Port supports the Operations and Maintenance of the U.S. Army Corps of Engineers St. Marys Falls Canal (Soo Locks). It is my understanding that this will be used as part of the City of Sault Ste. Marie's Carbide Dock Port Project.

The Carbide Dock Port is a regulated facility as mandated by the U.S. Coast Guard Maritime Security Act. It previously met essential maritime needs for Great Lakes shipping and served as a refuge for vessels requiring dockage for repairs or other emergency activities including vessel fires. It was also the only facility immediately outside of the Soo Locks available for law enforcement agencies seeking to conduct vessel inspections or investigations. The Soo Locks cannot allow vessels to make repairs on site as it would impact the ability of other vessels to transit the St. Marys River.

In the past, the Carbide Dock Port has been used on a regular basis to mobilize materials and equipment in support of large construction and repair projects at the Soo Locks. It is the only port within 100 miles of the facility, when it is available it greatly reduces the cost of mobilization and staging of equipment and materials to the site.

With the start of construction of a new Navigation Lock at Sault Ste. Marie underway, a functioning Carbide Dock Port would greatly reduce mobilization cost of equipment, materials, and contractor personnel. In addition, it would provide an excellent staging area for these items, the absence of such staging areas could result in time delays and higher costs for the New Lock project.

At this time 100% of the Iron Ore mined in the United States must transit the Soo Locks. This is in addition to millions of tons of Coal, Wheat, Stone, and other commodities. Anything that can support the efficiency and reliability of the Soo Locks can have a large positive economic impact on the region and the nation. If you have any questions, please feel free to contact me at 906-635-3464.

Sincerely,

SPRAGUE, KEVIN
Kevin E. Sprague .E.1230525265
2022.01.25
11:21:43 -05'00'

Kevin E. Sprague
Area Engineer

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Sector Sault Sainte Marie

337 E. Water Street
Sault Sainte Marie, MI 49783
Staff Symbol: (s)
Phone: (906) 635-3340

16601
March 2, 2022

Economic Development Representative for Michigan and Wisconsin
U. S. Department of Commerce Economic Development Administration
Attn: Mr. Lee Shirey
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

Dear Mr. Shirey:

We want to express our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA -PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

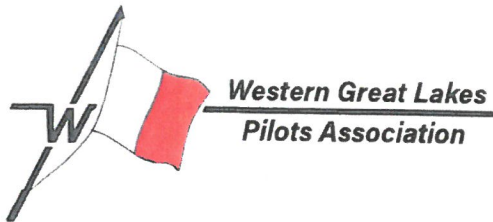
The proposed Carbide Dock Port Rehabilitation project, if completed, has the potential to significantly benefit the Coast Guard in the execution of its mission set on the Great Lakes, and by extension, benefit commercial industry on the same. The U. S. Coast Guard has been without the use of the Carbide Dock for more than 5 years. In the past, visiting cutters would often moor at the Carbide Dock when transiting through the area. Additionally, Coast Guard personnel utilized the dock to board commercial vessels in need of repair, inspections, or other emergencies. Currently, Coast Guard Sector Sault St. Marie is the only facility on the Saint Mary's River capable of mooring Coast Guard cutters, both local and visiting. Having a second potential mooring location ensures that Coast Guard vessel response is not limited by dock space. Furthermore, the Army Corps Sault Locks, is the only access point in Sault Ste. Marie for our personnel to conduct commercial vessel boardings. These boardings often last longer than it takes for a ship to pass through the locks which greatly can affect inbound and outbound vessel traffic. An operating Carbide Dock would allow the Coast Guard to conduct boardings without impacting lock traffic.

The Carbide Dock Port Rehabilitation project proposal includes 13 mooring bollards, 1,400 feet of perimeter fence and lighting for enhanced security. This would provide additional moorage for Coast Guard cutters and commercial vessels in Sault Sainte Marie, MI. Rehabilitating the Carbide Dock would be of great benefit to our multi-mission sets.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony Jones", with a small mark to the right.

A. R. Jones, Captain
Commander, Sector Sault Sainte Marie
U. S. Coast Guard



PO Box 365
6559 S M-221
Brimley, MI 49715
www.wglpa.com

February 22, 2022

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

Dear Mr. Shirey,

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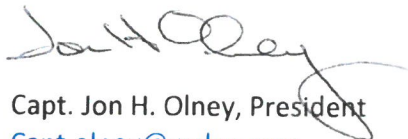
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Western Great Lakes Pilots Association provides pilotage service for foreign-flagged ships transiting the Great Lakes. There are a number of cruise ships which transited the Great Lakes and tied up at the Carbide Dock before the Covid pandemic brought that to a standstill. However, those cruise ships are planning to return this year, and they project even more ships to call there in the future. The renovation of this dock should help to provide a more-inviting and safer environment for the passengers who will embark and disembark at this dock. I would certainly encourage any improvements you can make to this facility, because for a tourist who has never been to the Soo before, the dock where their ship is moored is their first impression of your city. It makes perfectly good sense to want that first impression to be a positive one.

We presently have 17 Pilots and 6 Apprentice Pilots as well as a team of dispatchers and office personnel, all who are dependent on maritime trade upon the Great Lakes. In addition, there are another 6 jobs for the guys who operate and maintain the Pilot Boats that we use to get on and off the ships. This type of infrastructure improvement helps to make our livelihoods more secure.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,



Capt. Jon H. Olney, President

Capt.olney@wglpa.com

906-440-2464



Vessel Operations
World Shipping Inc.
139 Clark Street
Detroit, MI 48209

Email: detops@worldshipping.com

Phone: 313-841-0969

Fax: 313-447-3129

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604

March 4, 2022

Dear Mr. Shirey,

We want to pledge our support for the City of Sault Ste. Marie and their EDA-2021-ARPAEAA - PKG00268462 grant application to provide maritime infrastructure components at the Carbide Dock.

- *The Carbide Dock Port Rehabilitation project, located along the St. Mary's River, proposes to replace approximately 1,235 linear feet of an existing timber pile supported concrete relieving structure dock with steel sheet pile wall and tie-back system.*
- *A proposed steel reinforced concrete cap along the river edge provides several benefits including anchoring of 19 mooring cleats and 620 linear feet of guard rail, and 915 linear feet of timber fendering.*
- *In addition to the mooring cleats along the river edge, 13 mooring bollards are proposed approximately 50' from the river edge to allow visiting cruise ships and cargo vessels a point to anchor. Maximum design working loads on eleven of the mooring bollards and 10 tons and on two of the bollards is 30 tons.*
- *A reinforced pavement section creates a designated crane pad area of 7,500 square feet at the northeast corner of the river edge. Here a crane can be loaded or unloaded onto a vessel as well as allowing the crane to be stationed along the river edge to load and unload materials from the moored vessel.*
- *To store materials, 84,600 square feet of paved cargo area is proposed on the east side of the site. Here an impervious asphalt surface is used to store materials and ensure*



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that storm runoff of specifically identified materials, such as salt, is directed to underground storage tanks to the north of the cargo area. 30,000 square feet of aggregate surface storage area is proposed where impervious surfaces are not a regulatory requirement. Approximately 21,000 metric tons of rock salt can be temporarily stored at this facility.

- To secure this area, 1,400 linear feet of 8' perimeter fence with 4 access gates surrounds the cargo storage area and site lighting ensures proper visibility for enhanced security. Outside of the secure cargo storage area a publicly accessible park is proposed which includes green stormwater management systems, passive recreational areas, paved open plaza areas, site furnishings and landscaping.*

The newest Cruise Ships that will be calling in the Great Lakes are much larger than the current vessels, and cannot berth at the present dock. Without the ability to utilize the Carbide Dock, they are not able to stop in Sault Ste Marie, and the City will not receive the considerable economic impact.

Funding this project is not only critical to Sault Ste. Marie, but Chippewa County, and our region, due to our waterway setting and transportation hub. The Carbide Dock is one of the only places on the U.S. side, downstream of the Soo Locks, for vessels to moor, if in need of repair, inspections, or other emergencies. Salt, aggregate, coal, and other commodities are unloaded from barges for distribution by land at this facility. The Carbide Dock is also used for staging maritime activities such as construction equipment and stockpiled materials. Even without the Soo Locks project, losing the Carbide Dock would cause hardship for the U.S. Army Corps of Engineers, as they use the site to mobilize equipment and to make repairs.

Sincerely,

Robert M. Audy
Operations Manager

Congress of the United States
House of Representatives
Washington, DC 20515-2201

March 11, 2022

Mr. Lee J. Shirey
Economic Development Representative for Michigan and Wisconsin
U.S. Department of Commerce Economic Development Administration
230 S. Dearborn Street, Suite 3280
Chicago, IL 60604
RE: EDA-2021-ARPAEAA -PKG00268462

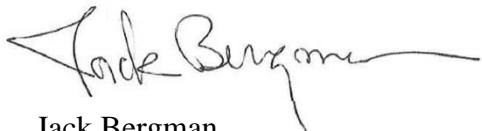
Dear Mr. Shirey:

I write on behalf of the City of Sault Ste. Marie's submission to the U.S. Department of Commerce Economic Development Administration grant program. Please give this application, entitled "The Carbide Dock Port Rehabilitation project," your full and fair consideration.

The proposed project would make key improvements to the Carbide Dock located along the St. Mary's River. Our local businesses, communities, and regional economy rely on this critical piece of maritime transportation infrastructure. The Carbide Dock is one of the only places downstream of the Soo Locks on the U.S. side for vessels in need of repair, inspections, or other emergencies to moor. In addition, many supplies are delivered and transported through the dock such as salt, aggregate, and coal. It is also used to import crucial equipment and materials that assist construction and other nautical activities. Rehabilitation is also needed because an inability to continue operations on the Carbide Dock would impact the U.S. Army Corps of Engineers' various projects and repairs.

The Carbide Dock Port is not only critical to Sault Ste Marie, but also to the State of Michigan and many other states across the Great Lakes. Thank you for your consideration of this important request.

Sincerely,



Jack Bergman
Member of Congress

