

**Congress of the United States**  
**Washington, DC 20515**

February 21, 2017

Mr. Douglas Lamont  
Performing the duties of Assistant Secretary of the Army (Civil Works)  
108 Army Pentagon  
Washington, DC 20310-0108

Lieutenant General Todd T. Semonite  
Headquarters  
U.S. Army Corps of Engineers  
441 G Street NW  
Washington, DC 20314-1000

Dear Mr. Lamont and General Semonite:

The U.S. Army Corps of Engineers (USACE) is currently undertaking an economic reevaluation of a project to build a new navigation lock at the Sault Ste. Marie Locks complex in Michigan, which was authorized by Congress in 1986 and 2007. This reevaluation is necessary due to erroneous assumptions later acknowledged by USACE in its original economic analysis. We write to ensure that USACE engages stakeholders and considers appropriate transportation alternatives to ensure an accurate benefit-cost ratio (BCR) analysis for the project, which is critically important to our states and the entire country.

In October 2015, the Department of Homeland Security conducted an analysis of the economic impacts of a 6-month closure of the 49-year old Poe Lock at the Soo Locks complex. DHS concluded that the Poe Lock is the Achilles' heel of the North American industrial economy and that such an outage would send the United States' economy into a recession. Later that year, in December 2015, USACE agreed to reevaluate the BCR of upgrading the Soo Locks after acknowledging inaccuracies in its original BCR determination that left the project unable to compete for federal funding.

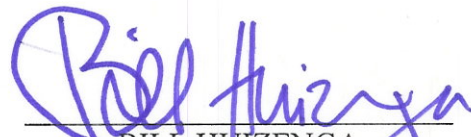
It is our understanding that USACE is reevaluating the BCR for this project by calculating the transportation rate savings based on an alternative mode of transporting commodities around the falls at the Soo Lock using a conveyor belt system. It has come to our attention that this alternative has never been considered for other lock and dam projects, and that transportation via rail or truck have historically been the alternative methods considered in a BCR analysis. We therefore encourage USACE to ensure that the BCR reevaluation of the Soo Locks project is conducted in a manner that is consistent with other navigation lock and dam project evaluations regarding alternate transportation modes, and that every step is taken to expedite the completion of this critically important analysis.

Thank you for your consideration of our request, and we look forward to your prompt response.

Sincerely,



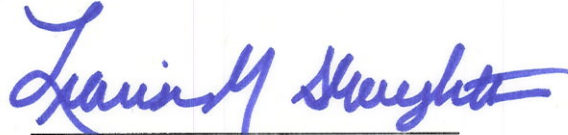
DEBBIE STABENOW  
United States Senator  
Co-Chair, Senate Great Lakes Task Force



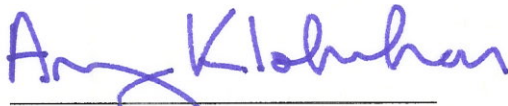
BILL HUIZENGA  
Member of Congress  
Co-Chair, House Great Lakes Task Force



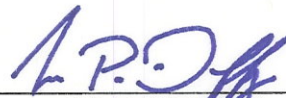
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Co-Chair, Senate Great Lakes Task Force



LOUISE M. SLAUGHTER  
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AMY KLOBUCHAR  
United States Senator  
Vice-Chair, Senate Great Lakes Task Force



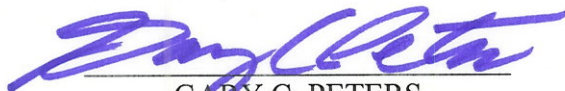
SEAN DUPEY  
Member of Congress  
Co-Chair, House Great Lakes Task Force



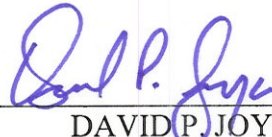
TODD YOUNG  
United States Senator  
Vice-Chair, Senate Great Lakes Task Force



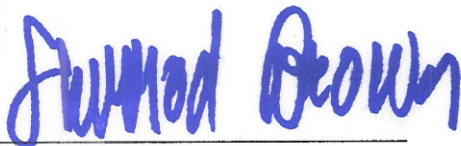
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GARY C. PETERS  
United States Senator



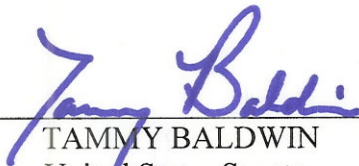
DAVID P. JOYCE  
Member of Congress



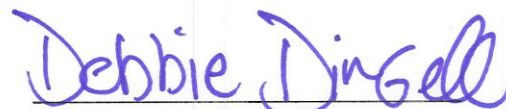
SHERROD BROWN  
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RICK NOLAN  
Member of Congress

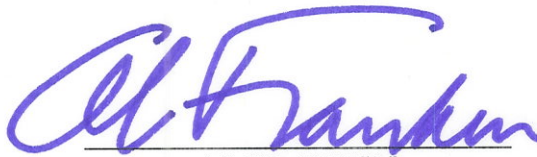


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United States Senator



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Member of Congress

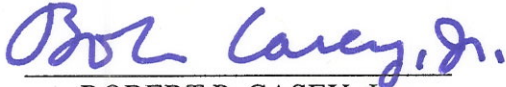




AL FRANKEN  
United States Senator



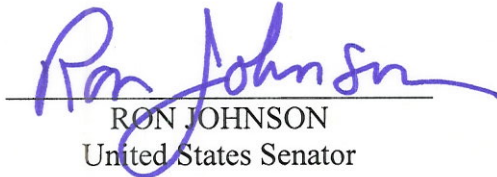
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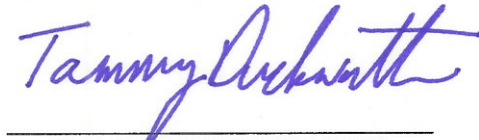
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JOE DONNELLY  
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MIKE KELLY  
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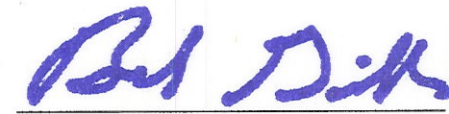
TAMMY DUCKWORTH  
United States Senator



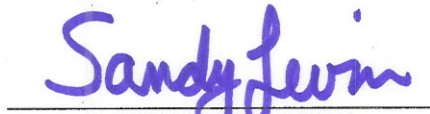
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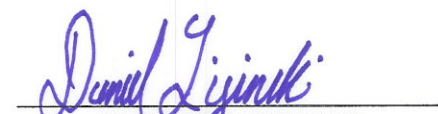
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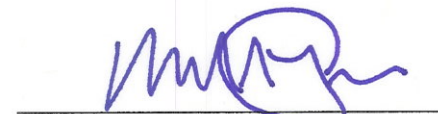
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Member of Congress



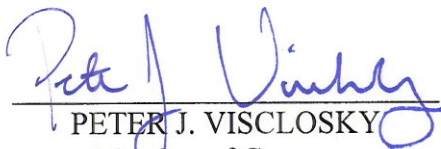
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PAUL MITCHELL  
Member of Congress




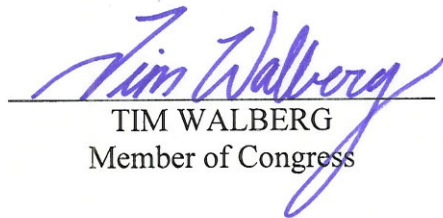
MARK POCAN  
Member of Congress

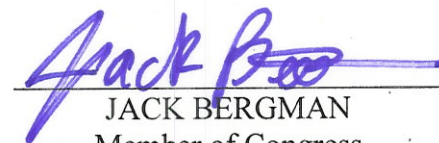
  
PETER J. VISCLOSKY  
Member of Congress

  
DAVID TROTT  
Member of Congress

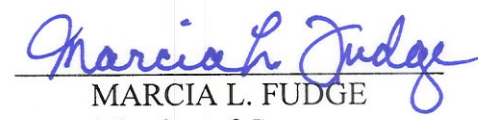
  
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