



STATE OF MICHIGAN
EXECUTIVE OFFICE
LANSING

RICK SNYDER
GOVERNOR

BRIAN CALLEY
LT. GOVERNOR

July 5, 2016

The Honorable Justin Amash
United States House of Representatives
114 Cannon House Office Building
Washington, DC 20515

Dear Congressman Amash:

Referred to as one of the great wonders of the world, the Soo Locks remain one of the largest and busiest waterway traffic systems on earth. More than 4,000 commercial ships use the locks annually to safely travel between Lake Superior and the lower Great Lakes, and transport commodities essential to some of our nation's biggest industries.

Yet aging infrastructure continues to increase the frequency of unscheduled outages on this crucial shipping link. This is why it is time for the Federal Government to fully fund the replacement of the Davis and Sabin Locks with a newer, larger single lock, which will help to address ongoing maintenance, redundancy and capacity issues. While Congress acknowledged the need for construction by authorizing the project in 1986, the work still languishes due to a lack of appropriated funds.

A 2015 analysis by the U.S. Department of Homeland Security (DHS) found that an unexpected closure of the Soo Locks, especially if it coincides with the peak shipping season, will have significant economic consequences for both Michigan and the nation. The analysis indicates there would be a cascading collapse of the U.S. economy, as three percent of U.S. GDP is reliant on the iron ore moving through the Soo Locks.

The DHS report estimates that roughly 75 percent of the U.S. steel production would end within two weeks or less after the closure, and only 35 percent of iron ore and coal could be moved by alternate modes.

What's more, the department estimates 100 percent of the North American automobile production will halt, approximately 78 percent of mining operations would stop within weeks and 87 percent of the North American capacity to make tin cans, jar or bottle tops and paints would cease. A six-month disruption in the Soo Lock could cause an increase of 18 to 22 percent unemployment in the Great Lakes region, leaving at least 4 million people out of work.

These sobering statistics demonstrate the need for the Federal Government to fully fund construction authorized by Congress 30 years ago. Not only will the new lock make waterway traffic and shipping more reliable, but the construction project is expected to generate 15,000 construction jobs in the eastern U.P.

The longer we delay on preemptive measures to mitigate lock closures, the more real a complete shutdown of Great Lakes steel production becomes. This will likely cause almost all North American appliances, automobile, construction, farm and mining equipment, and railcar production to cease within weeks.

As we help set Michigan's foundation for the next 50 years, infrastructure will continue to be a critical component. Ensuring the Soo Locks remain safe and efficient, now and into the future, is paramount. I look forward to working with all of you to achieve this goal.

Sincerely,

A handwritten signature in black ink that reads "Rick Snyder".

Rick Snyder
Governor



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July 5, 2016

The Honorable Dan Benishek
United States House of Representatives
514 Cannon House Office Building
Washington, DC 20515

Dear Congressman Benishek:

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Rick Snyder
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July 5, 2016

The Honorable Mike Bishop
United States House of Representatives
428 Cannon House Office Building
Washington, DC 20515

Dear Congressman Bishop:

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Rick Snyder
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July 5, 2016

The Honorable John Conyers Jr.
United States House of Representatives
2426 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Conyers:

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Rick Snyder
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July 5, 2016

The Honorable Bill Huizenga
United States House of Representatives
1217 Longworth House Office Building
Washington, DC 20515

Dear Congressman Huizenga:

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Rick Snyder
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July 5, 2016

The Honorable Dan Kildee
United States House of Representatives
227 Cannon House Office Building
Washington, DC 20515

Dear Congressman Kildee:

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July 5, 2016

The Honorable Sander Levin
United States House of Representatives
1236 Longworth House Office Building
Washington, DC 20515

Dear Congressman Levin:

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Rick Snyder
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July 5, 2016

The Honorable John Moolenaar
United States House of Representatives
117 Cannon House Office Building
Washington, DC 20515

Dear Congressman Moolenaar:

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The Honorable Dave Trott
United States House of Representatives
1722 Longworth House Office Building
Washington, DC 20515

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July 5, 2016

The Honorable Fred Upton
United States House of Representatives
2183 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Upton:

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The Honorable Tim Walberg
United States House of Representatives
2436 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Walberg:

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The Honorable Debbie Dingell
United States House of Representatives
116 Cannon House Office Building
Washington, DC 20515

Dear Congresswoman Dingell:

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As we help set Michigan's foundation for the next 50 years, infrastructure will continue to be a critical component. Ensuring the Soo Locks remain safe and efficient, now and into the future, is paramount. I look forward to working with all of you to achieve this goal.

Sincerely,

A handwritten signature in black ink that reads "Rick Snyder".

Rick Snyder
Governor



STATE OF MICHIGAN
EXECUTIVE OFFICE
LANSING

RICK SNYDER
GOVERNOR

BRIAN CALLEY
LT. GOVERNOR

July 5, 2016

The Honorable Brenda Lawrence
United States House of Representatives
1237 Longworth House Office Building
Washington, DC 20515

Dear Congresswoman Lawrence:

Referred to as one of the great wonders of the world, the Soo Locks remain one of the largest and busiest waterway traffic systems on earth. More than 4,000 commercial ships use the locks annually to safely travel between Lake Superior and the lower Great Lakes, and transport commodities essential to some of our nation's biggest industries.

Yet aging infrastructure continues to increase the frequency of unscheduled outages on this crucial shipping link. This is why it is time for the Federal Government to fully fund the replacement of the Davis and Sabin Locks with a newer, larger single lock, which will help to address ongoing maintenance, redundancy and capacity issues. While Congress acknowledged the need for construction by authorizing the project in 1986, the work still languishes due to a lack of appropriated funds.

A 2015 analysis by the U.S. Department of Homeland Security (DHS) found that an unexpected closure of the Soo Locks, especially if it coincides with the peak shipping season, will have significant economic consequences for both Michigan and the nation. The analysis indicates there would be a cascading collapse of the U.S. economy, as three percent of U.S. GDP is reliant on the iron ore moving through the Soo Locks.

The DHS report estimates that roughly 75 percent of the U.S. steel production would end within two weeks or less after the closure, and only 35 percent of iron ore and coal could be moved by alternate modes.

What's more, the department estimates 100 percent of the North American automobile production will halt, approximately 78 percent of mining operations would stop within weeks and 87 percent of the North American capacity to make tin cans, jar or bottle tops and paints would cease. A six-month disruption in the Soo Lock could cause an increase of 18 to 22 percent unemployment in the Great Lakes region, leaving at least 4 million people out of work.

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RICK SNYDER
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BRIAN CALLEY
LT. GOVERNOR

July 5, 2016

The Honorable Candice Miller
United States House of Representatives
320 Cannon House Office Building
Washington, DC 20515

Dear Congresswoman Miller:

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RICK SNYDER
GOVERNOR

BRIAN CALLEY
LT. GOVERNOR

July 5, 2016

The Honorable Gary Peters
United States Senate
724 Hart Senate Office Building
Washington, DC 20510

Dear Senator Peters:

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Rick Snyder
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STATE OF MICHIGAN
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RICK SNYDER
GOVERNOR

BRIAN CALLEY
LT. GOVERNOR

July 5, 2016

The Honorable Debbie Stabenow
United States Senate
731 Hart Senate Office Building
Washington, DC 20510

Dear Senator Stabenow:

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