



*Shaping the future for birds*

July 11, 2022

Re: Scotia Wind Environmental Impacts and Concerns

To whom it may concern,

On behalf of American Bird Conservancy, we submit these comments to express our concerns about the Scotia Wind project and provide recommendations to inform associated planning and review.

American Bird Conservancy (ABC) is a 501(c)(3), non-profit membership organization whose mission is to conserve wild birds and their habitats throughout the Americas. We work to safeguard the rarest bird species, keep common species common, and reduce prevalent threats to all birds. As part of our threats abatement program, we have been working with stakeholders to promote Bird-Smart Wind Energy development practices for over 10 years.

ABC supports environmentally-responsible wind energy development as part of a broader, multifaceted approach to combat climate change. Environmentally-responsible wind energy development begins with identification of a project site that presents minimal risks to birds and other wildlife, with detailed planning then informed by robust field studies. Based on available information and our extensive expertise, we have evaluated the Scotia Wind project proposal in this context.

- The location and shape of the Keweenaw Ridge/Peninsula and its relation to Lake Superior is unique for migration of raptors, waterfowl, and passerines. Below the ground are numerous abandoned copper and iron ore mines that serve as bat hibernacula.
- The proposed site for the Scotia Wind project is in an area of high biodiversity value, including use by large numbers of migratory eagles, hawks and other raptors, as well as common loons, passerines, federally-listed bats, among other wildlife.
- Federal and state agencies have determined the proposed location is a critical area of wildlife congregation (includes bird migration corridors and bat hibernacula), presents a high potential for wildlife impacts, and is a poor choice of location for an industrial wind facility (see details regarding state and federal agency correspondence in following sections).

Of similar concern, while there is evidence that suggests the migration of numerous raptors (including eagles), waterfowl, and passerines through the proposed location, there is little wildlife survey data in the vicinity of the proposed location, creating a situation with high uncertainty in addition to substantial underlying cause for concern. Considered together, it is reasonable to conclude that this is an inappropriate location for an industrial wind facility.

As importantly, it is frequently the case that a single wind facility, even one consisting of a relatively small number of turbines, is just a starting point for additional development. We are concerned about the cumulative impacts of development in this area, given the importance of this area to wildlife.

mountains that rise out of Lake Superior near Ontonagon in the western Upper Peninsula of Michigan (anchored by the Porcupine Mountains to the SW) and continue NE towards the tip of Keweenaw Peninsula, terminating east of Copper Harbor at the end of US41. A few miles offshore of the tip of the peninsula is Manitou Island. Adams and Stanton townships (locations of proposed industrial wind facilities the past several years) are situated along this ridge and have ridgelines in excess of 1,400ft.

The location and shape of the Keweenaw Ridge/Peninsula and its relation to Lake Superior is unique for migration of raptors, waterfowl, and passerines. This mountain ridge includes a major Midwest raptor migration route<sup>2</sup> and houses a minimum of eighty-two abandoned copper mines used as bat hibernacula.<sup>3</sup> In Adams Township alone the Michigan Underground Abandoned Mines Inventory<sup>4</sup> has identified eight mines that contain fifty-three potential shafts/openings. Furthermore, the Keweenaw Ridge lies within lands ceded in 1842 to Great Lakes Native American Tribes, and importantly, tribes have retained their legal right to hunt, fish and gather in the ceded territories.

State and Federal Agencies have publicly expressed concerns about siting industrial wind turbines in the proposed location since 2015.<sup>5</sup> U.S. Fish & Wildlife (US FWS) has stated the proposed site “presents a high potential for wildlife impacts”<sup>6</sup> and “is what US FWS Land-Based Energy Guidelines identify as “critical area of wildlife congregation (includes bird migration corridors)”<sup>7</sup>. US FWS reiterated their concerns in 2021 to the current wind developer “We reiterate our repeatedly expressed concern for potential impacts to northern long-eared and other bat species, the status of which are currently being evaluated under the Endangered Species Act (ESA), as well as migratory birds and bald eagles”.<sup>8</sup> The proposed site for the Scotia Wind project also hosts other wildlife, including federally endangered gray wolves, moose (a Michigan species of special concern), black bear, and fisher.

A 2021 U.S. Environmental Protection Agency (US EPA) letter stated their review of the 2021 wind energy project proposal was based on federal guidelines to avoid sites having unique habitat or other value, including habitat of threatened or endangered species. US EPA also reiterated in that letter language from U.S. Fish & Wildlife Service that “Because the development is sited along a ridge on the Keweenaw Peninsula, ... it may attract concentrations

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<sup>2</sup> Spring Raptor Migration Routes, Map Created for: Division of Migratory Birds October, 2006 Fall Migratory Bird Information provided by USFWS Migratory Bird Biologist Bob Russell

<sup>3</sup> Kurta and Smith. 2014. Hibernating Bats and Abandoned Mines in the Upper Peninsula of Michigan. *Northeastern Naturalist*, 21(4): 587-605.

<sup>4</sup> Michigan Underground Abandoned Mines Inventory, 2008, <http://www.mg.mtu.edu/mining/mining/ab.htm>

<sup>5</sup> Jeffrey Gosse, Regional Energy Coordinator for the U.S. Fish and Wildlife Service quoted in ABC 10 News Story titled “Community rejects proposed Wind Farm site.” <https://abc10up.com/2015/04/14/community-rejects-proposed-wind-farm-site/>

<sup>6</sup> March 27, 2017 Letter from Scott Hicks, US FWS to David Hokens (wind developer)

<sup>7</sup> October 18, 2018 Letter from Scott Hicks, US FWS to Craig Rockey, Civil & Environmental Consultants, Inc. (Subject: South Range Wind Power Development Migratory and Breeding Bird Survey Study Plan)

<sup>8</sup> April 16, 2021 Letter from Scott Hicks, US FWS to Jackie Rockey, Civil & Environmental Consultants, Inc. (Subject: Scotia Power Development, US FWS Consultation Code: 03E16000-2018-SLI-1041 CEC Project 183-311).

recent study found that Golden Eagles are at risk of population-level declines specifically as a result of wind energy development.<sup>13</sup>

A study of eight eastern Golden Eagles fitted with global positioning system tags found that migrating birds flew at higher elevations than birds engaged in "local" movements.<sup>14</sup> This study also found that birds flying over areas of high topographic relief (e.g., ridgetops and steep slopes) flew at lower altitudes. Local movements occurred an average of 109m above the ground, and ~65m above the ground when specifically, over ridgetops / summits. This is well within the average 28 to 153m range of elevations in which wind turbine blades turn.<sup>15</sup> Migratory flights averaged 284m above the ground, and ~135 over ridgetops and summits.

Both eagle species are protected under the Federal Bald and Golden Eagle Protection Act, which makes killing an individual of either species illegal, regardless of whether this is intentional or unintentional. Industrial activities that are likely to kill eagles, such as wind facility operation, can obtain a permit from the USFWS to provide protection from prosecution should an eagle mortality occur.

### **Waterfowl and Passerines**

Migration of waterfowl and passerines have been documented in the general area of the proposed project. Regarding waterfowl, the Keweenaw shoreline has been described as an aiming point for migrating birds.<sup>16</sup> During a three-month fall migration count in 2016 and 2017, a site at Freda (several miles NW of the proposed industrial wind farm) recorded 36,792 and 21,283 waterfowl, respectively).<sup>17</sup> While most of these waterfowl continue moving offshore along the Keweenaw to the east or west, counters at the Freda site have documented many common loons that cross Lake Superior, gain altitude, and continue traveling (NW to SE) inland directly over the Keweenaw Ridge (and proposed wind turbine locations).

The Keweenaw Peninsula is a regionally significant site for songbird migration within the Upper Great Lakes. Large migrations of thousands of songbirds (Passeriformes) regularly move west in Spring and Fall along the shore and ridges of the Keweenaw Peninsula between Manitou Island and Gratiot Lake. It has not been documented how far west these movements continue, but westward songbird migrations may extend into the region of the proposed wind farm.<sup>21</sup> At Manitou Island, the eastern terminus of the Keweenaw Peninsula, a total of 222 bird species have been recorded on 20 visits (89 days of observation) between 2002-2009. In terms of numbers, an exceptional flight of land birds (primarily warblers and thrushes) was recorded on Manitou Island over a 1.5-hour period in 2009, when an estimated 22,500 to 45,000 individuals flew past the east end from Lake Superior heading west towards the Keweenaw mainland.<sup>18</sup> Rates of land-birds counted on Manitou Island in the fall are recorded to reach 250-500

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<sup>13</sup> Diffendorfer et al. 2021. Demographic and potential biological removal models identify raptor species sensitive to current and future wind energy. *Ecosphere* 12: e03531.

<sup>14</sup> Katzner et al. 2012. Topography drives migratory flight altitude of golden eagles: implications for on-shore wind energy development. *Journal of Applied Ecology* 49: 1178-1186.

<sup>15</sup> U.S. Department of Energy Office of Energy Efficiency & Renewable Energy. 2021. Wind turbines: the bigger, the better. <https://www.energy.gov/eere/articles/wind-turbines-bigger-better>. Accessed 28 September 2021.

<sup>16</sup> Binford. 2006. Birds of the Keweenaw Peninsula, Michigan. Miscellaneous Publications No. 125, Museum of Zoology, University of Michigan

<sup>17</sup> Report on Waterbird Count at Freda Houghton County Michigan. 2016. Joseph Youngman and Louie Dombroski & Report on Keweenaw Peninsula Waterbird Counts. Fall 2017. Joseph Youngman <https://www.coppercountryaudubon.org/freda> <accessed April 26, 2022>

addition, US FWS describes the two unlisted species as imperiled due to severe population declines due to the white-nose syndrome epidemic. US EPA further wrote that based on their correspondence with US FWS on bat hibernacula data, "FWS concludes that there is a high potential that all three bat species are present in the project area during migration."<sup>9</sup>

Bird counters along the Keweenaw Ridge have also observed bats in early morning hours. Discussions with the Michigan Department of Natural Resources suggests these are migratory or summer resident tree bats, specifically, hoary and silver-haired bats. The phenomenon of reorientation discussed in the previous section for migrating passerines is also believed to apply to migrating bats.<sup>20</sup>

### **Other Issues of Scotia Wind Proposal**

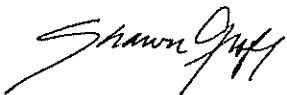
A search of the Michigan State University "Michigan Natural Features Inventory" lists 54 rare species in Houghton County (the location of the proposed Scotia Wind Project).<sup>22</sup> Nine of these species are birds (includes peregrine falcon, bald eagle, common loon, northern goshawk)

The wind developer has stated they have performed 1,000 hours of field work to address wildlife concerns. None of that data has been made public. However, US FWS had previously provided comments on proposed avian surveys proposed by the current wind developer and raised concerns regarding limited detection distance (< 300 ft) and surveys that were unlikely to collect representative data, particularly for rare or uncommon species.<sup>7</sup>

### Conclusion

While we fully support environmentally responsible wind energy development as an important component of a broader strategy to combat climate change, we find that the proposed location of the Scotia Wind project has high biodiversity value, and that development and operation of a wind facility at the site along the Keweenaw Ridge poses significant risks of negative impacts to state and federally listed species and other species of conservation concern. We support statements provided earlier in this letter by US FWS that the proposed site "presents a high potential for wildlife impacts" and "is what US FWS Land-Based Energy Guidelines identify as "critical area of wildlife congregation (includes bird migration corridors). The Keweenaw Ridge is thus an inappropriate location for siting industrial wind energy infrastructure.

Sincerely,



Shawn Graff  
Vice President US & Canada

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<sup>22</sup> Michigan Natural Features Inventory, Michigan State University Extension.  
<https://mnfi.anr.msu.edu/resources/county-element-data> <accessed April 26, 2022>



Elizabeth Bjorn <controller@houghtoncounty.net>

## Second bridge

1 message

Alexandra Jettke <ajettke@yahoo.com>

Fri, Aug 5, 2022 at 10:34 AM

To: Tom Tikkanen <tom.tikkanen@houghtoncounty.net>

Cc: Elizabeth Bjorn <controller@houghtoncounty.net>, "edmc broom@house.mi.gov" <edmc broom@house.mi.gov>, "Rep. Greg Markkanen (District 110)" <gregmarkkanen@house.mi.gov>, "Rep. Gregory Markkanen" <gregmarkkanen@mail.house.mi.gov>, Jack Bergman <jbergmanmi01@gmail.com>

Good morning County Commissioner Tikkanen, County Administrator Bjorn, State Senator McBroom, State Representative Markkanen and U.S. Representative Bergman.

I am a resident of Kearsarge, Calumet Township, Northern Houghton County, the Copper Island, north of the Portage Lake Lift Bridge.

According to the county commissioner meeting minutes, it appears there has been discussion in the past of needing a second bridge in Houghton County and that if it is constructed in the proper location it may be fully funded by the federal and state governments. **I would like an update on where we are at with any second bridge discussion since March please.** I have not seen it listed in the minutes since March.

I think a bascule bridge like this would work well here. It would allow the sky to be the limit for any vessel passage. Here is a description of the Charles Berry Bascule Bridge in Ohio: "**Physical Description** The 12 span, 1,053'-long bridge has a double-leaf bascule main span that measures 330' long. The approach spans are continuous haunched girder-floorbeam spans. The bascule spans are haunched Pratt deck trusses. There are 3-story, hip-roofed operators' houses at opposite corners of the bascule span. They are constructed of local sandstone."

Construction: The current Portage Lake Lift Bridge crossing (as listed here: <https://historicbridges.org/bridges/browser/?bridgebrowser=michigan/houghtonhancock/>) is less than the specs of the Erie Avenue/Charles Berry Bascule Bridge in Ohio (as listed here: <https://historicbridges.org/bridges/browser/?bridgebrowser=ohio/lorainerieavenuebridge/>).

Schedule: I think it would be well embraced locally to have a tentative schedule of when to expect the bridge to be impassable. In other towns, such as Port Huron down state, there is a bridge schedule where it is open for boats to pass on the hour, or every quarter hour depending on need or when a certain number of boats are waiting. Each bridge is at a different time. Here is their website with details, maybe we could tailor a schedule for our local needs that complies with waterway regulations: [https://www.porthuron.org/departments/public\\_works/traffic.php](https://www.porthuron.org/departments/public_works/traffic.php)

I believe the county has adopted something similar to try this summer.

If there is a second bridge it would be nice to have a schedule for both so they are not up at the same time almost defeating the purpose of a second bridge.

To be absolutely clear, I **do not support a toll**. Michigan has no toll roads and only two toll bridges: the Mackinac and one to an island in the Detroit River. Also, I'm familiar with using toll roads and found it both unfavorable to stop at a booth as well as get my pass scanned as I drove through.

Thank you for any and all attention to this matter.

Sincerely,  
Alex

Alexandra Ziemba  
(906) 281-2117



Elizabeth Bjorn <controller@houghtoncounty.net>

## Re: Second bridge

1 message

Elizabeth Bjorn <controller@houghtoncounty.net>

Fri, Aug 5, 2022 at 11:47 AM

To: Alexandra Jettke <ajettke@yahoo.com>

Cc: Tom Tikkanen <tom.tikkanen@houghtoncounty.net>, "edmc broom@house.mi.gov" <edmc broom@house.mi.gov>, "Rep. Greg Markkanen (District 110)" <gregmarkkanen@house.mi.gov>, "Rep. Gregory Markkanen" <gregmarkkanen@mail.house.mi.gov>, Jack Bergman <jbergmanmi01@gmail.com>

Good Afternoon Alexandra,

If you approve, I will present your email during the correspondence portion of the agenda of the Houghton County Board of Commissioners for review and discussion at their next regular board meeting being held at the Houghton County Courthouse, 5th floor conference room, 401 E Houghton Avenue, Houghton, Michigan @ 5:pm on Tuesday, August 9, 2022. The meeting can also be viewed via zoom : Topic: Board of Commissioners August 2022 Meeting

Time: Aug 9, 2022 05:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/82722925630?pwd=ZlIKTXcxSVZaZFEyaHNYcGJRQVlrZz09>

Meeting ID: 827 2292 5630

Passcode: 130557

Respectfully,

Elizabeth

On Fri, Aug 5, 2022 at 10:34 AM Alexandra Jettke <ajettke@yahoo.com> wrote:

Good morning County Commissioner Tikkanen, County Administrator Bjorn, State Senator McBroom, State Representative Markkanen and U.S. Representative Bergman.

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According to the county commissioner meeting minutes, it appears there has been discussion in the past of needing a second bridge in Houghton County and that if it is constructed in the proper location it may be fully funded by the federal and state governments. **I would like an update on where we are at with any second bridge discussion since March please.** I have not seen it listed in the minutes since March.

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almost defeating the purpose of a second bridge.

To be absolutely clear, I **do not support a toll**. Michigan has no toll roads and only two toll bridges: the Mackinac and one to an island in the Detroit River. Also, I'm familiar with using toll roads and found it both unfavorable to stop at a booth as well as get my pass scanned as I drove through.

Thank you for any and all attention to this matter.

Sincerely,  
Alex

Alexandra Ziemba  
(906) 281-2117

--

Elizabeth Bjorn, Administrator

401 E Houghton Avenue

Houghton, MI 49931

Ph: (906) 482-8307

Fax: (906) 482-7238

*"Contribute to a climate of mutual trust, respect and friendliness" Adopted from: Ethical Principles for the Public Servant*

Trail Location Sign Project  
Houghton County  
July 15, 2022



**The Need:**

With many miles of atv/snowmobile trails in Houghton County, and ridership in excess of 4,000 riders per day in some locations (per Michigan Department of Natural Resources trail counter in Twin Lakes), the frequency of trail accidents and other emergencies is high. Emergencies on these trails present several unique problems.

First, the lack of location identifying information from the caller. There are very few location finding signs on most of the trail system. Many have directional signs at intersections, but these can be 20-30 miles apart in some cases. 911 dispatchers do have the ability to pull location data from cell phones, but this data is oftentimes within a 5 mile radius (or more) in poor cell phone coverage areas. Further, bystanders often must ride miles to find phone service and then try and explain where the emergency has taken place relative to their calling location. This sometimes results in first responders being dispatched to the location of the caller, not the emergency, further slowing the response.

Some examples of locations dispatchers have relayed to first responders over the last few years include:

“... caller reports they are somewhere between Hancock and Copper Harbor. They report they passed a gas station with only two pumps about an hour ago.”

“... caller reports they weren’t sure if they passed through Calumet yet but they were now at the Mosquito Inn and saw an accident on their way to Copper Harbor... We don’t know if they meant they left from the Mosquito and were traveling north or if they were traveling south. They can’t seem to tell us where they saw it.”

“... they reported seeing an accident and have had to drive to the nearest road crossing to get phone service, but they are not sure what road that is.” They said they left Hancock for Copper Harbor about half an hour ago.”

Second, this lack of location information significantly increases the response time for first responders. Due to poor caller location information, it is not uncommon for the wrong first responder agency to be initially dispatched. Responders then have to search the trail for the emergency scene, which in poor weather, can be a slow and dangerous process. Once the scene is located, often staging areas need to be relocated and ambulances rerouted, again adding time to the response.

**The opportunity:**

ARPA funding could be utilized to provide frequent location markers on the atv/snowmobile trails in Houghton County. These locations will then be sent to Negaunee Regional Communication Center in the same format house 911 addresses currently are provided. When a caller dials 911, the dispatcher will take the sign number and be able to correlate the sign number with a location on the dispatcher’s map



where to identify where the incident occurred. This location information then informs the dispatcher which responders to dispatch to the incident.

The location information will then be provided to the appropriate first responders and the dispatcher can direct the responders in based on the accurate location information as needed.

Contributing to this project will help save lives by reducing the time it takes for first responders to make it to the emergency scene by as much as 30-50 minutes in some cases.

**Proposal:**

To improve emergency response times, this proposal is for Houghton County to contribute funds not to exceed \$10,000 toward the purchase of location signs and installation supplies (fuel, posts, etc) for the ATV/snowmobile trails in Houghton County.



Elizabeth Bjorn <controller@houghtoncounty.net>

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## Houghton County Courthouse - Renovations for Security

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Karin Cooper <kcooper@upea.com>  
To: Elizabeth Bjorn <controller@houghtoncounty.net>  
Cc: "George A. Kiiskila" <gkiiskila@upea.com>

Fri, Aug 5, 2022 at 10:07 AM

Hi, Elizabeth,

I have reviewed the estimates for the project based on yesterday's recommended changes. I also reached out to a vendor for the wall reinforcement and security glass. They are going to provide budget figures for those items, but I probably won't have anything until Monday. For now, you can use the budgets below, with the understanding they may change after I hear back from the vendor.

District Court: \$280,000 - \$350,000  
Magistrate's Office: \$50,000 - \$75,000  
Secure Entrance at First Floor: \$180,000 - \$250,000  
Security enhancements at two exterior doors: \$15,000 - \$25,000

Budgets include allowances for contingency and professional fees.

**Karin R. Cooper, AIA, LEED AP**  
Associate/Project Architect

**U.P. Engineers & Architects, Inc.**

100 Portage Street  
Houghton, MI 49931  
Main: 906.482.4810  
Direct: 906.315.1322  
Mobile: 906.370.2667  
kcooper@upea.com  
www.upea.com



Baraga-Houghton-Keweenaw  
*Community Action Agency*  
"Helping People - Help Themselves"

Dear Community Partner:

The Weatherization Department (State of Michigan) is currently working to secure funding through MSHDA's MI HOPE program. These funds are needed to cover costs related to the replacement of roofs or other vital repairs on homes before weatherization improvements can be made. Under the current policy, our local three county Community Action Agency is unable to proceed with the necessary weatherization repairs until the homeowner adequately resolves these issues.

As the "Very First" provider of home repair and weatherization services dating back to February 1970, our Agency finds it critically important that it secures the funding needed to complete these repairs ~ so homes in our area are not excluded from receiving weatherization services. Many of these residents are served by or are members of your entity as well.

Therefore, the B-H-K Community Action Agency would truly appreciate your entity's support in our effort to apply for and receive this MI HOPE grant, to continue its long history of over 52 years of providing these very important weatherization services ~ making homes safer and more comfortable for individuals and families, and also saving energy.

To accomplish our goal, we respectfully request that you place the attached letter on your letterhead (signed) indicating support of our application. Please mail back to Community Action in the enclosed self-addressed envelope, at your earliest convenience. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Jean M. LaBerge".

Jean M. LaBerge  
Executive Director

Enclosures

To: Baraga-Houghton-Keweenaw  
Community Action Agency, Inc.

Re: Letter of Support

Date: \_\_\_\_\_

\_\_\_\_\_ is fully supportive of B-H-K Community Action Agency's application to MSHDA for "Michigan Housing Opportunities Promoting Energy-Efficiency" funding (MI-HOPE). I understand that this grant will pay for repairs necessary for homes that would otherwise not be eligible for Weatherization services, and will limit the number of deferrals in the Agency's Weatherization Program.

Sincerely,

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

MSHDA

# MI-HOPE

## Program Statement

MSHDA is pleased to announce that an independent energy-efficiency program will provide up to \$28,500,000 dollars statewide via the Michigan's Housing Opportunities Promoting Energy-Efficiency (MI-HOPE) Program which will be an extension of the Neighborhood Enhancement Program. This funding will be made available in conjunction with \$15 million dollars allocated directly to the City of Detroit and \$5 million dollars allocated to The Heat and Warmth Fund (THAW).

MI-HOPE is a federally funded program utilizing United States Department of the Treasury American Rescue Plan (ARP) Coronavirus State and Local Fiscal Recovery Funds (SLFRF). This funding will be made available statewide based on a formal subrecipient award structure to 501(c) nonprofit agencies and government entities with award determinations based on competitive funding rounds and subsequent obligation and expenditure performance.

This grant program is designed to encourage and facilitate energy-efficiency focused residential housing repairs and upgrades to owner occupied homes and non-owner occupied single-family homes and multi-family properties consisting of a maximum of three total units within both rural and urban areas. In conjunction with home repairs the funding also allows for a portion of the award, up to ninety-five percent (95%) to be utilized for energy-oriented property repairs and administrative funding of up to five percent (5%).

MI-HOPE energy-efficiency improvement activities are defined as actions undertaken to incentivize energy efficiency and health improvements that promote health or safety for single-family and multi-family residential properties. Repairs are not to exceed \$25,000 in total assistance for either an owner occupied home or non-owner occupied unit. The program's intent is for regional distribution of the dollars and to have both an individual short-term benefit and immediate impact on the household itself and to also facilitate a long-term community benefit that improves the existing housing stock and increases the areas home values.

MSHDA has implemented prioritization of funding in targeted areas and has reserved a percentage of the program funds for rural distribution. The program is based on a subrecipient structure that will facilitate the timely distribution, obligation, and expenditure of the allocated energy-efficiency funding in order to meet federal ARP deadlines. Subrecipient awards will consist of multi-year written agreements between MSHDA and the nonprofit 501(c) agency and/or government entities in an amount equal to or above \$100,000 up to \$1 Million dollars. The MI-HOPE program's intent is to direct at least thirty percent of the funding to rural communities with at least five percent being focused within the Upper Peninsula. The evaluation/awarding structure will identify rural agency applicants from urban agency applicants to ensure that each type of applicant is treated and evaluated separately.

Overall, the program's intent is to fund energy-efficiency activities that benefit area residents directly or indirectly. Funding award determinations will be made based on geographical regional distribution, area need, timing feasibility, organizational capacity, public and/or private partnerships, and identified leveraged resources. Respondents must be able to utilize funds strategically and mobilize quickly to meet the multi-year action response that is desired.



Elizabeth Bjorn <controller@houghtoncounty.net>

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## TIME SENSITIVE: MI-HOPE Energy Assistance for County Residents

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Carl Lindquist <Carl@superiorwatersheds.org>

Tue, Aug 2, 2022 at 2:26 PM

To: "swebber@algercourthouse.com" <swebber@algercourthouse.com>, "jgerman@chippewacountymi.gov" <jgerman@chippewacountymi.gov>, "kchurch@chippewacountymi.gov" <kchurch@chippewacountymi.gov>, "edesalvo@deltacountymi.org" <edesalvo@deltacountymi.org>, "tracy@deltacountymi.org" <tracy@deltacountymi.org>, "bbousley@dickinsoncountymi.gov" <bbousley@dickinsoncountymi.gov>, "jvarviou@menomineeeco.com" <jvarviou@menomineeeco.com>, "sdupont@menomineeeco.com" <sdupont@menomineeeco.com>, "jgiackino@gogebiccountymi.gov" <jgiackino@gogebiccountymi.gov>, "serbisch@mqtco.org" <serbisch@mqtco.org>, "lhammill@mqtco.org" <lhammill@mqtco.org>, "eric@houghtoncounty.net" <eric@houghtoncounty.net>, "lucecoexec@lighthouse.net" <lucecoexec@lighthouse.net>, "mdalpra@ironmi.org" <mdalpra@ironmi.org>, "llorenz@ironmi.org" <llorenz@ironmi.org>, "clerk@schoolcraftcounty.us" <clerk@schoolcraftcounty.us>, "spreiss@ontonagoncounty.org" <spreiss@ontonagoncounty.org>, "keweenawclerk@pasty.net" <keweenawclerk@pasty.net>, "goodreauw@baragacounty.org" <goodreauw@baragacounty.org>, "macclerk@lighthouse.net" <macclerk@lighthouse.net>

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### Dear County Administrator/Manager/Clerk:

The Superior Watershed Partnership (SWP) administers the Michigan Energy Assistance Program (MEAP) for all 15 counties in the Upper Peninsula. This program has benefited almost 4,000 low-income households with heating assistance, home weatherization and limited low-income solar (see chart below).

Now the SWP has been encouraged by MSHDA to apply to the new MI-HOPE grant program to expand weatherization and energy efficiency services in all 15 UP counties (see link to MI-HOPE program below).

**IMPORTANT:** No match required. No formal support letter required. However; MSHDA would like to see communication (ie; e-mail) confirming that the local unit of government (ie; county) is receptive to receiving additional energy services provided by the MI-HOPE program. Your support does not preclude other organizations from applying. Please feel free to support multiple applicants if requested. The end result is more energy services for your lower income residents!

**ACTION REQUESTED:** Simply respond to this e-mail with a **YES** or **NO** or with a short message saying you support the SWP applying for MI-HOPE funding to

expand services in your county. Please respond no later than **Friday, August 12<sup>th</sup>**. Please do not hesitate to contact me if you have any questions.

Thanks much!

**Link to MI-HOPE Grant Program:**

<https://www.michigan.gov/mshda/-/media/Project/Websites/mshda/neighborhoods/HOPE/FinalProgramStatementMIHOPE61722.pdf?rev=47af27c5bed34129959d92c7b308940c&hash=48F7B1C18D9212BFF8168E996BF13883>

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<b>SWP/MEAP Energy Assistance and Weatherization Program</b>	
<b>Counties</b>	<b>Households Served</b>
Houghton	471
Delta	451
Gogebic	326
Iron	294
Alger	266
Baraga	171

Schoolcraft	171
Chippewa	165
Ontonagon	155
Marquette	1053
Menominee	147
Dickinson	112
Luce	78
Mackinac	60
Keweenaw	27
Total HH Served	<b>3,947</b>



**TLASA Lagoon Expansion**  
**Updated Cost Share Analysis for**  
**Houghton County Memorial Airport**

6/18/20  
Revised 5/28/21

TLASA is pursuing funding from USDA Rural Development (RD) for improvements at the Tamarack/Hubbell Lagoon Facility. The improvements are necessary to expand the lagoon capacity as the lagoons exceeded capacity during the spring of 2019; see attached violation letter from EGLE dated January 8, 2019.

The major improvements will include installation of two (2) additional lagoons adjacent to the existing lagoons and convert the discharge of effluent from the current seepage cell to seasonal discharge (twice yearly) to a nearby stream. Note: The overall project and RD funding request also includes the same improvements to the Lake Linden lagoon facility. The total cost for this project is \$12,500,000; see attached Preliminary Engineering Opinion of Cost. As can be seen, the cost split between Lake Linden lagoon and Tamarack/Hubbell improvements is 50% of the total.

The overall RD Funding Application was approved on 2/28/2021. The RD funds include a \$6,477,000 grant and a \$6,023,000 low interest loan. The loan has a 40-year term and a 1.25% interest rate. Therefore, splitting out the 50% Tamarack/Hubbell lagoon, the grant would be \$3,238,500 with \$3,011,500 loan.

In accordance with paragraph 3 of the Agreement between Houghton County Memorial Airport and Torch Lake Area Sewage Authority dated January 26, 1999 (see attached), TLASA is notifying Houghton County Airport of their lagoon expansion plans as well as, notifying the Airport that TLASA will be requesting the Houghton County Airport to pay its prorated share of the expansion, which will cover costs to buy future capacity. The current Agreement, paragraph 12, includes a 10,000-gallon annual average daily flow from the Airport into TLASA system. Paragraph 12 also states that with any future expansion TLASA agrees to double the amount of daily flow not to exceed 20,000 gallons annual average daily flow from the Airport. The amount of excess future capacity the Airport wishes to pursue can be negotiated, but for this initial cost share determination, the total flow of 20,000 gallons from Airport is used. Therefore, the prorated cost for the Airport for future capacity will be based on the additional 10,000 gallons annual average daily flow, above the existing 10,000 gpd.

Per paragraph 3 of the Agreement, the prorated share of cost of such expansion can be done either through its regular commercial rates or through cash payments. Therefore, the following is an analysis of both methods using cost figures outlined in the RD Funding Application documents, specifically the Preliminary Engineering Report and the recently approved RD funding figures, state above.

I. Cash Payment Method

The cash payment method is based on determining the percent of flow the additional future capacity of 10,000 gallons per average day is compared to the total design flow of Tamarack/Hubbell system. The percent of flow will then be multiplied by the anticipated loan amount for Tamarack/Hubbell portion of the project with which totals \$3,011,500.

A. Total Annual Design Flow to Tamarack/Hubbell

2019 metered flow (includes 12,500 gallons per day annual average from Airport)	59,759,000
2019 unmetered over flow	1,000,000
Additional Airport Flow up to 20,000 gpd annual average	<u>2,737,000</u>
Total Design Flow	63,500,000 gallons/year

B. Buy-in of Future Airport Capacity: 10,000 gpd annual average or 3,650,000 g/year

C. Percent of Total Flow:  $3,650,000 \div 63,500,000 \times 100 = 5.75\%$

D. Total Cash Payment:  $\$3,011,500 \text{ loan} \times 0.0575 = \$173,161$ ; say \$173,200

II. User Rate Method

The user rate method will multiply the 5.75% of flow, which initially was determined in the cash payment method, by the estimated annual debt/reserve payments outlined in the attached Bond Schedule using the actual RD approved funding. The annual debt/reserve payment is estimated to be \$211,490, which is based on a the total project loan of \$6,023,000, with a 40-year term and interest rate of 1.25%.

A. Annual Debt/Reserve Determination Per Year

➤ Total Annual Debt/Reserve (Lake Linden and Tamarack/Hubbell)	\$211,490 (see attached bond schedule)
➤ Tamarack/Hubbell Share (50%)	\$105,750/year
➤ Airport Annual Share based on 5.75% of flow (105,750 x 0.0575)	\$6,080/year

B. Overall Project Impact to Airport User Rates including Buying future capacity not to exceed a total flow of 20,000 Gallons Per Day Annual Average using TLASA 2021 rates:

➤ Commodity Charge (O & M)	\$9.99/1,000 gallons**
➤ Large User Surcharge over 10,000 gallons/day annual average*	0
➤ Existing Debt Service Charge	\$1.58/1,000
➤ Admin. Base Rate	\$12 bimonthly

\*With purchase of future capacity of up to 20,000 gallons/day annual average this charge will be removed.

\*\*Includes the additional purchase of 10,000 gallons/day annual average at \$6,080/year which is an additional \$1.34/1,000 gallons above projected TLASA rates.  $\$6,080 \div (4,537,253 \text{ gallons/year Airport's current average annual flow} \times 1,000 \text{ gallons}) = \$1.34/1,000$ . TLASA 2021 commodity charge is \$8.65/1,000 gallons, see attached Rate Resolution. Therefore, total commodity charge to Houghton County Airport is  $\$8.65 + \$1.34 = \$9.99/1,000$  gallons.

Note: Using 2022 Commodity charge of \$9.48/1000 gallons,  
Adjusts Houghton County Airport Rate to  
(~~\$9.48~~ + 1.34) = \$10.82/1000 gallons.

June 28, 2022

To the Board of Commissioners

I am requesting an added position for the IT Department as a PT desktop support technician that will provide added hours of coverage and daily tasking depth. Flexible hours of a standard 20 hour per week schedule not to exceed (NTE) 56 hours of a bi-weekly cycle. On site tasks may include machine upgrades to new equipment, entry-level networking, general assistance and all other duties as assigned.

This is a skilled position, requiring experience in the IT field as pay will be determined upon skill levels.

- 1) This position would be oriented to projects and ad-hoc tasks, rather than a repetitive process, requiring larger blocks of time.
- 2) This is an on-site role
- 3) Successful completion of background checks and references required

A quick example of a posting (and description) is as follows:

#### Desktop Support Technician

*Houghton County is accepting applications for a part time desktop support technician.*

*The technician's role would be to support and maintain organizational computer systems, desktops, peripherals, and other technology as assigned. Including (but is not limited to) installing, diagnosing, repairing, maintaining, and upgrading organizational hardware, software, and equipment.*

*The ideal candidate will possess the ability to troubleshoot problem areas as guided by senior level personnel (in person, by telephone/remote tools, or via work order) in a timely and accurate manner while providing end-user assistance when warranted.*

*Applicants must have experience in technical support and be familiar with common operating systems, office software and basic networking standards. This is not a remote work position.*

I look forward to your consideration of this request, and will be happy to discuss any questions or thoughts that you may have on this matter

Respectfully,  
Tom Ressler, IT Director

