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**Comments from Public**

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Why not implement the EZ-pass system on lock 8 and 9, it works on the interstates, but would still require workers but no money would exchange hands. A fee is understandable due to funding cuts but taking away the freedom of a river that used to flow freely by building a dam with tax payers money and now not letting the use of the blockage (dam) by the tax payers seems like a waste of money!

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I always have been amazed that recreational Boats can go thru – FREE of Charge!!. Would Charging \$10.00 -\$20.00 Help?? Not only that but, making people pay would also reduce the amount of trips thru the locks. People would reduce frivolous travel. Also, What about a 4 boat MINIMUM to open the locks? That would also reduce the amount of usage and thus reduce costs.

Just some ideas,  
[Redacted]

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Dear Sir/Madam,

We are writing regarding the proposed funding cuts for the locks on the Allegheny River. We are co-owners of Rosston Eddy Marina, a commercial recreational dock located at 40.4, left descending bank, on the Allegheny River. We are located in pool 6, approximately midway between lock 6 and lock 7. Though our pool is arguably the most picturesque on the navigable Allegheny, the thought that it may become “lock-locked” causes us great concern. We are long time boaters at our marina. We purchased it from the previous owners, the Coleman family, five years ago. We paid a fair pre-recession price for the marina and have since made major improvements to the facility. We have invested approximately \$1,000,000.00 in this venture. Without doubt, closing the locks above and below our marina will devastate our business. A major portion of our business is the dockage, repairs, haul out and launch, winter lay-up, and winter storage of the large “untrailerable” boats at our marina. We know, based upon assertions of our customers, that we will lose this heavily relied on portion of our business if the locks close.

We understand that the country is facing severe financial shortfalls; we all are. But closing existing infrastructure facilities is not prudent. We understand that the funds apportioned each river system is based upon commercial traffic, and that the commercial traffic is generally minimal on the Allegheny. We all know that this is not a fair manner to divide the “pie.” But, just because your operating budget is based upon these numbers does not mean that you have to apportion your budget accordingly. We understand that the lower Allegheny has more commercial traffic, but the upper Allegheny also has a large number of boaters, businesses, and municipalities that rely on the lock system.

We ask that you divide the budget fairly throughout the existing navigable waters of the Allegheny. Certainly, the lower locks get more traffic, but they do not get ALL of the traffic. It is unfair to the people who rely on this system upstream to get cut out altogether. Perhaps, since commercial traffic is minimal anyway, the lower locks can cut back on hours of operation. Why cannot the commercial customers schedule their barges between 8am and midnight?

This measure combined with tightening the budgetary belt, including cutting our hours a little more, can get us through the current shortfall.

Please give our input serious consideration. Our livelihood depends upon it. Please feel free to contact us at any time to discuss this further. Thank you for your time.

Sincerely,  
[Redacted]

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To Whom It May Concern:

I am writing in regards to the proposition to close the locks on the Allegheny River. I have used the Allegheny River for recreational purposes for my entire life and am extremely upset about this potential closure. I am writing to request that you look at all options available with funding prior to closing the locks. I think that if it is proposed that boaters pay a fee (\$100 - \$200) each summer to use the locks and then each boater will have a card. This would ensure that the corp of engineers would know how much revenue they would generate each year in order to keep the locks open. Please do not close the locks, it is one of the only positive things in our area.

Sincerely,  
[Redacted]

To Whom It May Concern,

I am writing to hopefully discuss some plausible option to keep the locks open in armstrong county. I have been a long time resident and avid boater. After receiving word about the possible closures, I have been trying to brainstorm some options that would allow boaters to still use the locks recreationally. I know I do not have to tell you that this is one of the largest appeals of living on the river. The ability to travel to see concerts, fireworks, neighbors, family, and friends is a cornerstone to many of our fellow residents living in this area.

I do understand budget concerns. But, closing the locks will have a larger impact than what may be visible on the surface. Many boaters travel to places for entertainment, dining, and tourism. Shutting them down will adversely affect the economy of Armstrong County for a very long time. Residents, businesses, and travelers will begin to travel elsewhere for recreation. In addition, many homeowners may begin to find other places to live. Surely, we can find ways to keep the locks open and still balance the budget.

I have some ideas that may preserve lockage and provide some additional funding to balance the budget. Please contact me or give me the name of the person(s) I need to contact to discuss these options.

Sincerely,  
[Redacted]

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I would suggest charging like 10 bucks a boat to go thru, and maybe 15 bucks to go thru and back same day. I've boated most of my life, and all the more times we would take a day trip and go thru any locks, I don't think anyone I know would complain about charging each boat a little something.

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#### 2011 Lock and Dam Maintenance Proposal

To my knowledge all the lock and dam facilities nationwide are owned by the government and operated by the army corps of engineers. These facilities are located along g all the rivers and major waterways in the country. My proposal is the all the people that are recreational boaters and intend to use these waterways be required to purchase yearly an easy-pass tag just like on the toll roads across the bus. This easy pass tag would cost registered boaters along the rivers say \$20.00 per year; each time the boater would lock through an additional charge would be assessed. The charge would be based on the size of the vessel, say 1' to 20', 20' to 40', and 40 'to 60' and so on. this charge would start at around \$5.00 , commercial traffic would still pay as they do at present time . The fee would be sent to your credit card or even billed direct whichever the customer prefers. These funds would then be put in a lock and dam maintenance account used for maintaining the facilities and their operation and would be distributed properly. if the locks have been operating all these years without a program like this then this program and what is left of the present program should surely generate a sufficient amount of revenue. This then would be a large boater contribution, and should keep the rivers open for recreation and commercial business.

I have been boating on these rivers all my life and the most scenic and beautiful area on the rivers is the area affected by these closures. I am a director in the antique and classic boat society Allegheny chapter and we enjoy everyone of the rivers around Pittsburgh and then some . I have three boats , not all in use , but soon and I would be willing to buy an easy pass for each one if I had to. I really feel this would work but it would have to be at a national level not just a local district level. there would not be enough invested by just local people unless the business invested in the locks and I don't see why only the commercial business and private companies should bear the weight of all the pleasure boaters. Thank you for hearing me out and I hope I shed a little light on this problem.

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For recreational boat use - charge a minimal fee for the months of May (Memorial Day) to September (Labor Day) to ALL boaters, for Fridays, Saturdays & Sundays during this period. Keep the money in the Upper Allegheny River region.

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Has boat, docks at Cheswick Marina. Has been reading about reductions. Couldn't attend meetings. Is concerned about all the money boaters pay for fuel tax and that it only goes to roads. That money should go to the people on the river.

Also concerned about boat registration fees collected. Believes that money could be spent on the locks, 2 shifts on weekend days.

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**Comments from Public**

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Vote for option #2, OR, Option #3. Subcontracting labor. Estimate subcontracting labor @ \$2,280,000.00 -- Left for maintenance@ \$1,720,000.00. Recreational traffic charge \$10 per lock, per use. Commercial traffic charge \$10 per lock, per use. Optional contractor of labor. Murray Broad Co. 724-283-1755. Optional 24-7 with Local Funding

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Please keep the locks open! We use them all the time in the summer and I know many boaters that do. It's one of the things that make our area unique. If boaters are limited to a particular pool, they may go elsewhere which is such a shame. At least keep the weekends open. Please!

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Option #2 will work!!!!

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I am a member of the Armstrong county tourist bureau and a board member of Downtown Kittanning Inc. Locks 5 through 9 are all in Armstrong county. Armstrong county has lost practically all of it's large industries which makes tourism our major industry. The closure of these locks will have a negative impact on tourism in our county. The upper allegheny, which is the most beautiful part of the river, draws hundreds of boater each year from the Pittsburgh area. In Kittanning we have a beautiful river front park with an amphitheater. Boaters from all parts of the Allegheny river use the locks to attend entertainment that is held at the amphitheater. There are also festivals that attract boaters to our area. If the locks on the Allegheny are closed it will be another nail in the coffin for Armstrong county. Please consider a way to keep the upper Allegheny river locks open. What about a fee for the use of the locks.

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Dear Sir/Madame,

It is with concern that I read in the Pittsburgh Post-Gazette that the diminished 2012 budget for the US Corps of Engineers may require closure of Locks 5 9 on the Allegheny River.

We dock our houseboat in Armstrong County and travel to and from Pittsburgh to our second home on the river during the boating season.

Closing the locks would prevent families and friends from spending summers together enjoying our lovely rivers and we are so pleased with the work of our lock masters in the area. The service and kindnesses of the many marinas along our rivers, the beauty of the hills and trees touching the water, and access to it all is extremely important to us and to many citizens who boat on the Allegheny River from Allegheny County through Armstrong County, unhindered by closed locks along the way.

I read in today's Pittsburgh Post Gazette (Tuesday, 2/22/2011, Section B, page B-1) that Pittsburgh has again received status of number 1 "most livable city" in the United States from the London-based Economist Intelligence Unit. Part of that formula I would think is the fact that our rivers encourage recreational boating for everyone, no matter their race or socio-economic background. I believe it is not only Pittsburgh that should receive this honor, but also the cities in Western Pennsylvania along our accessible rivers should share that honor too.

The locks on many European rivers charge a nominal fee for recreational boaters and I would like to suggest that as an alternative to closing our locks, that the Corps should charge a nominal fee, too. In the Netherlands, the lockmaster offers a wooden shoe on a line and the boater puts his fee in it. Or perhaps we could emulate our toll highway collection system by prepaying a "card" that would be automatically charged as we go through our river systems' locks.

Please do not close our locks on our three rivers. The negative impact will be more than anyone has ever dreamed and will diminish the quality of life for everyone.

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To whom it may concern: Such a beautiful place Armstrong County is with our river and park! Without boating, many of our venues for bringing income into the county will be gone. Please keep the locks in Armstrong county open for all to enjoy the river travel and recreation. . .and most importantly for our children so that they can continue to build our communities in Armstrong County.

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Tourism is currently the #1 industry in Armstrong County. We have lost the industrial giants that once operated here and now we stand to lose a large portion of one of our biggest assets that attracts people to our area. If we lose tourism dollars, we will be hit hard economically. The Locks are very important to the river traffic in Armstrong County. Many boaters like the free movement along the river from Harmarville to Kittanning. By limiting boaters to on area definitely limits the amount of money they can spend at local businesses along the river. Whether it be for fuel or food or traveling to one of the towns along the river to participate in one of the towns special events. In the Fall taking a day trip just to enjoy the scenery. The River is one of the few places that is free and tranquil. Grant it on the week ends it is busy but during the week it is a completely different place. Please find a way to keep our locks open, our county thriving and are [our] sanity in check

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We are vehemently opposed to any closure of locks on the Allegheny River. This would have a very severe economic impact on the entire Allegheny River Valley, especially since so many businesses have closed. The value of recreational boaters all along the Allegheny River means a lot to these depressed communities. The recreational boaters love this river and want to be able to use it after investing so much time and money into their homes, camps, and boats along this river. We are also very concerned about the maintenance of these locks. There have been too many years gone by without adequate routine maintenance, let alone keeping the locks open for use. We do not want to be confined to one pool in this beautiful river and will do whatever it takes to keep the locks open and well-maintained. Boaters travel to other rivers and help others' economies as well, but this would be impossible with closed locks.

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To Whom It May Concern:

I have been a resident in Ford City, PA, located in Pool #7 along the Allegheny River for 60 years. I grew up with many fond memories of our family enjoying the Allegheny for our boating, swimming, fishing and hunting pleasure. At age 60, I continue to maintain the tradition with my family, some who travel here just to spend a day with us cruising and picnicking along the waterway.

The Allegheny River provides a means of employment for quite a few people in our area. In the past 20 years Ford City has seen the loss of 2 major employers: PPG Glass and Elger Pottery (Wallace Murray Division). As many as 5000 jobs have been terminated and half of our population has been affected. When you think about it, one can only wonder how some people are managing to continue residence here.

River use is a resource that brings people here which helps the economy. It is unfortunate that it is seasonal. Throughout my life I have made many acquaintances with people who treasure a weekend on the waterway and many were out of state visitors I would like to add. What brings these people here? Gasoline, food and housing are expensive yet these people seem to overlook the costs when they can enjoy the beauty that our area provides.

Tourism is an industry that is most productive here during the summer months.

When budget cutting is inevitable, it is imperative that the entire issue be viewed. Saving money is a priority for sure, but how will the residents and our summer economy manage? Please give careful consideration to the matter at hand, I remain,

[Redacted]

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To Whom It May Concern:

I am a boater that uses locks 5-9 on the Allegheny River and I am concerned about your proposal to close the use of these locks to recreational boaters. I realize that budget cuts are dictating changes in the locks' usage but closing them to recreational usage would sorely hurt business along the river ie restaurants, marinas not only in the areas affected by Locks 5-9 but downriver to the Point as well. Hopefully a mix of fees and restricted hours for recreational boating would help you to overcome the budget cuts. Please explore all options before resorting to the draconian action of tossing us to the curb. Afterall our tax dollars support not only roadways for cars but also riverways for commercial and recreational access.

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I'm contacting your office to voice my concern about the possibility of closure of locks 5 -9 on the Allegheny river due to budget cutbacks. While I do strongly believe we need to cut spending everywhere we can, this cut greatly concerns me and the effected boaters and businesses that count on the locks operations. Many marinas and boat friendly businesses operating between locks 5 - 9 depend on the pleasure boat traffic for business. This would cause the loss of revenue for transient docking fees, restaurants, boat gas sales and towing services provided to pleasure boaters who commonly travel up to the cleaner waters in the Upper Allegheny. There are numerous annual festivities that take place in the effected areas that would no longer be able to happen and loss of significant revenue both on and off water. I respectfully request you pay considerable attention to the potential damage this will have to the businesses in the area. Thank you for your time and consideration in this matter.

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I am writing to ask that any closures of Allegheny River Locks 5-9 in Armstrong County be reconsidered in light of the damage their closure would cause to Armstrong County businesses and business development. Most of the major industry in Armstrong County has relocated elsewhere or closed entirely. Closing Locks 5-9 would curtail the County's number one industry, TOURISM.

If we must focus on the commercial aspect of Lock money appropriation, let's focus on Armstrong County Tourism as that commercial entity. To that end, you must allocate funding to the entire Allegheny Lock system to protect upriver business and industry, including tourism.

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As recreational boaters, my husband and myself are concerned about the proposed lock operations. We are all for government cuts in spending, but we think there could be a compromise. That is limited operation. Let us know the limited times of operation and we will adjust our schedules accordingly.

These lock closures not only affect Armstrong County, but the Greater Pittsburgh Area also. We participate in many Pittsburgh activities by boat AND other Marina's activities along the Allegheny.

We are concerned boaters from the Rosston Eddy Marina.

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To whom it may concern:

I am writing to express my concern about closing the river locks. I feel it would be a big mistake to close these locks. These locks are important to our area both economically and recreationally. I am writing to ask you to reconsider closing these locks.

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To Whom it may concern,

As a boater at Rosston Eddy Marina, it is imperative we come up with a solution to the locks on the Allegheny River. Not only is it essential for recreation travel, but barge traffic uses these for business purposes. All recreation and river work will cease if the locks close. Personally, I use these locks to visit restaurants, other marinas, events by tourism committees, and Pittsburgh sporting events. Please let me know what I can do to help with this situation. Although, we have a beautiful pool between locks 6 and 7 on the Allegheny, we need to have access to help the economies of surrounding river business.

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**Comments from Public**

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I'm contacting your office to voice my concern about the possibility of closure of Locks 5 -9 on the Allegheny River to recreational boaters due to budget cutbacks. While I do strongly believe we need to cut spending everywhere we can, as a business owner located in downtown New Kensington, this cut is of great concern to me and to my fellow businesses located in New Kensington and in cities and towns all along this part of the Allegheny River. Specifically to our area, there are plans in place to develop the waterfront near the 9th street bridge, initially between 9th street and 11th street (about 2 blocks from my office) in part to build off of the riverfront marina business operation already in place between 9th and 8th street. Our area is in serious need of this type of development to help with the revitalization that the New Kensington Redevelopment Authority has been working so hard to achieve. I have cc-ed Kim McAfoose of the New Kensington Redevelopment Authority to this email so that you have her contact information if you would like additional information on the current plans for our riverfront city.

In addition, recreational boaters, marinas and current waterfront businesses count on the inclusion of recreational boaters in the locks operations. Many marinas and boat friendly businesses operating between locks 5 - 9 depend on the pleasure boat traffic for business. This closure would cause the loss of revenue for transient docking fees, restaurants, boat gas sales and towing services provided to pleasure boaters who commonly travel up to the cleaner waters in the Upper Allegheny. There are numerous annual festivities that take place in the effected areas that would no longer be able to happen and loss of significant revenue both on and off water. In addition, many boaters travel to the City of Pittsburgh for festivals, concerts, sporting events, etc., using this Lock system – these are also revenues that would be lost for businesses in Allegheny County if the Locks close to recreational boaters.

I respectfully request you pay considerable attention to the potential damage that closing the locks to recreational boaters will have to the businesses in the area.

Thank you for your time and consideration in this matter.

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To whom it may concern,

I am compelled to write to you regarding the possible closure of the Allegheny River Locks due to budget constraints.š As the former director of the Armstrong County Tourist Bureau, I have been acutely aware of the extreme importance of river access to the tourism industry.š Armstrong County has been facing hard times with the several major employers leaving our area in recent years.š The one thing we have here is this incredible resource, the Allegheny River, which fuels so much of our tourism industry – an industry that not only ranks #1 or #2 here, but in Pennsylvania.š Many businesses and organizations (including nonprofits that hold fundraising events along the river) in our area depend heavily on recreational river traffic.š To name a few:š Rosston Eddy Marina, The Allegheny Mariner, Arts on the Allegheny, Armstrong County Tourist Bureau, Fort Armstrong Folk Festival, Waves of Thunder (Kittanning Fire Co. #1), Antiquing Along the Allegheny, Kittanning Marina, Schenley Yacht Club, Transue's Tackle, and many others.š The Allegheny River and its accessibility are crucial to our community and economic development.š I just can't stress the importance of this resource enough.

I'm sure you know this, but it bears repeating – Armstrong County is home to 5 of the 9 Locks on the Allegheny River.š If these locks are closed, it will destroy so much of hard work that has been done in our area to increase tourism and outdoor recreation.

I realize that budgets need to be balanced, but please don't destroy communities for the sake of balancing budgets.š **THE ALLEGHENY RIVER LOCKS NEED TO REMAIN OPEN TO RECREATIONAL BOATS FOR THE VITALITY OF THE ARMSTRONG COUNTY COMMUNITY.**

Thank you for your time and consideration,

[Redacted]

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Colonel Graham: I want to take the time to thank you for the consideration of making a few options on the operation of the locks, and dams on the Alleghany River.

I had the distinct privilege of walking along side of Colonel Crall in the mud on a search for a lost hunter conducted at the crooked creek lake facility in the fall of 2007. I was impressed with the input from the corps to help us with the search. Unfortunately we recovered a body.

The Army Corp presented me with the 4th highest civilian award The Army Commanders Award for Public Service. I accepted on behalf of the fire department. I got to meet a lot of good people now under your command, and believe that if there is a way to maintain recreational navigation your team will be able to find it.

Although the boating on the river is considered a luxury by most that have boats and all that do not. It is a vacation from desperate times without the costly travel, or planning to go away from the area on vacation. As little as it may be, the money spent for gas food, and other necessities stays local, and that is important.

Please use as much consideration as possible when making your decision on this matter, and if you only have the two options to choose from, I would appreciate that you choose option 2 with the possibility of some holiday or special event operation for lock 8 and 9.

Thank you

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I always have been amazed that recreational Boats can go thru – FREE of Charge!! Would Charging \$10.00 -\$20.00 Help?? Not only that but, making people pay would also reduce the amount of trips thru the locks. People would reduce frivolous travel. Also, What about a 4 boat MINIMUM to open the locks? That would also reduce the amount of usage and thus reduce costs.

Just some ideas,  
[Redacted]

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To the US Army Corps of Engineers - Pittsburgh District,

Again, I don't think enough thanks can be given to your group for bringing your budget shortfall issue to the public for their input - we all applaud your effort, thank-you.

I attending one of your informational meetings and was impressed by the presentation and knowledge that each group member had. After carefully listening to the Corp's presentation, I surmised that the entire Nation's waterway infrastructure is being fiscally attacked, thus allowing it to degrade. Regarding the future perspective of this infrastructure, I know that everyone is aware of the increases in crude oil prices and that this natural resource is finite. This will eventually be the end of the trailer truck transportation industry and commerce will need to find other means to transport goods. Rail and River transport are the initial and lowest cost alternatives. I feel that these will again be sought after to provide this service, but allowing this important infrastructure piece to fail, on our guard, will certainly devastate the future chances to return to this mode of transportation. Once each lock's water system has silted over from non-use, it maybe impossible to return them to operation.

I feel that this issue is of an urgent nature and extremely important to all of the river communities in Western Pennsylvania and therefore the country. I was saddened to realize that none of our elected government officials were in attendance for this critical infrastructure moratorium. I plan to contact my state and federally elected officials to understand their apparent lack of interest in this issue. I urge all citizens that attended these meetings and that are concerned with our nation's infrastructure, to do the same.

A few items that our government officials need to address are:  
(continued below)

- 1) The apparent non-value placed on pleasure boat traffic and lockage when funding is apportioned. Only commercial lockage is used to determine funding. Why? All boat owners pay taxes and their voices should be heard.
- 2) No apparent response from the annual lock assessment grading that is provided to the government by the US Army Corps. This is the silenced voice that screams that there is a moratorium on this infrastructure.
- 3) Is it not true that the commercial barge traffic is charged a usage fee per ton and that this money is given to the state and not the US Army Corps? Why?
- 4) Why is there no tax levied on any commercial, borough, township, city or other use of and benefit from the river's water or its dynamics provided by the lock and damn system. This money should be earmarked for lock and damn operations and improvements. This includes hydro-electric plants and current water usage by the Marcellus Shale drilling which uses large amounts of water taken from the Allegheny River in Armstrong and Allegheny Counties. And due to the contaminants attained from the Marcellus drilling frac process, which includes radioactive waste, therefore making it unfit for human consumption and not able to be returned to the rivers. Water is a precious commodity, and should be treated the same way that oil and natural gas are bought and sold.

I've read the commentaries from many avid boaters and civic minded individuals on this comment site that the US Army Corps has so graciously provided. Many of their opinions and suggestions are made in a heartfelt attempt to stir the emotion of losing this great system of locks and damns. I concur.

Attached are a few of the items and views that have merit and should be considered:  
(continued below)

- 1) An Annual charge for a sticker, stamp, toll, or other charge be placed on the locks for their use, should be instilled.
- 2) All PA boating registration fees, fuel tax remuneration, and tonnage charges should be used in the districts, counties and river systems that they are paid in.
- 3) A volunteer force should be started to operate or help operate the locks for pleasure boat traffic. With some training provided by the US Army Corps and through the sheer number of volunteers, this might average 4-6 hours of a person's time once through an entire season. The volunteer would be given a discount or elimination of the annual lock toll charge.

I'm sure many others feel as passionately as I do about the disdain of losing access to one of the area's most valuable and beautiful resources that we have - our rivers. I hope that the option plan can be averted by the interest the US Army Corps has generated regarding this issue, although in the immediate future choices will have to be made.

Thank you for providing this chance for us to offer our thoughts and opinions,

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I think that moving the months that the locks in 6 and 7 operate would save a lot of money. If the locks are only open between Memorial Day and Labor Day, you would save money by not operating during March, April, September and October. I really appreciate the time that you took out of your day to come and let us know what the plans were for the locks and for listening to our comments.

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1. I think that the taxpayers should not have this privilege taken away from them. 2. Lock 9 is our pool - closing it will reduce my property value 3. The mussels everyone talks of are mostly dead - what point do they serve? 4. How will you keep our water level up? 5. Why can't you cut overnight operations on other locks? Keep Lock 9 open on the weekends. 6. Who else shall we contact to have this challenged? 7. Did you vote for President Obama? 8. Are you a tax payer? Do you want your rights taken away? 9. Why can't you use Army national guard- they could serve weekends or a month there service on the locks? 10. I brought my home to be on a river not in a port. 11. Will you contact me?

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Shutting down these locks will render them unusable after a short period of time. Don't you think these should be operated for safety reasons also? Everybody would be locked into their pool.

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Comments from Public

I AM A VERY STRONG BOATER ABOVE LOCK 9 WE ALL GO THROUGH 9 AND 8 TO GO TO THERE MARINER RESTURTANT A LOT DURING THE SUMMER MONTHS , ALL YOU HAVE TO DO IS LETS SNYDERS CONTINUE THERE DREGGING FOR SAND AND GRAVEL, WE NEED IT SO BAD ABOVE OUR NEW BRIDGE IN EAST BRADY , THE MUSSELS DO NOT BRING ANY BUSINESS TO OUR TOWN, THAT WAY YOU WOULD HAVE BARGE TRAFFIC AND FEES,ALSO CHARGE BOATING FEES FOR EACH BOAT THAT GOES THROUGH THE LOCKS, THERE SHOULD BE FUNDS AVAIBLE SOME WHERE, THERE IS TOO MUCH MONEY WASTED ON OTHER THINGS.THANK YOU THEY TOOK MUSCLES FROM BELOW OUR BRIDGE LAST YEAR AND THEY ALL DIED, MONEY WASTED YES

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Hello, Since it appears some of the options that would be feasible will take an act of congress to put in motion, I will offer a more immediate suggestion while we work on the long term solution.

Suggestion: Restrict hours on the lower locks since most of tonage does not travel at night. Each of the lower locks (2-4) should operate on two shifts eliminating 24 hour service. And service in the lower locks should match the up locks on Saturday and Sunday (except holidays).

Locks 5-7 should operate on weekends - Fri (2-8pm), Sat (11am-10pm), Sunday (11am-8pm). I realize these are split shifts, but it would appease the recreational boaters the best in my opinion.

Also restrict the lockage season to begin on Memorial Day weekend and end the second weekend in September. This will cut down operating time. With some of the time saved, open locks 8 and 9 for two shifts on holidays and one shift on all other weekends in that time frame.

I haven't done the math, but I am sure this will help save money and every area of the river is doing their part. I realize this is tough and it does come down to industry and tonage. BUT, as stated many times in the meetings the economic survival of many of the small communities depends on the recreation and tourism. The Allegheny River has been a real bright spot in this area. Traveling the waterway has been a generational activity for a long time. A neighbor stated to me that he would think of moving if the closures happen. He said why would he live on a lake that flood at anytime. He said it just isn't worth it. His point may be dramatic, but I understand his thinking. The ability to travel to resturants, activities and family is the lure of boating here.

Hope you consider this option or a variation of it to make the numbers work. Good luck and thanks.

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It is a shame to tell tax payers that all the money that they spend on taxes that something is going to be taken away from them. We understand that this is out of the USACE hands but it does not mean that it is right to the rest of us. We send Billions of dollars over seas to other country so that their standard can be improved and forget about the people that pay to have our standard of living increased not taken away. The second option should be implemented so that we can have not only this year but next year as well to work on keeping the locks opened. Finding avenues that are needed to help the USACE make a transition in any direction that it may take us. If only 7% of traffic goes through the locks on the night shift than shut them down and move the hours to the other locks. With saying this the only thing that scares me is when you take away once we all know that in the future it will be easy to have more taken away from the lower locks.

But the best option at present to salvage what we can on the upper Allegheny river is option two at this time

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Hello,

Thank you for allowing public input.

These locks are vital to summer recreation revenue for Armstrong county.

Especially, in my area between lock 6 and 7.

Please make a choice to help this wonderful recreational and commercial river open for the benefit of the taxpayers and citizens of this county.

Thank you are serving your country, and up holding the liberties given to us by God and secured through the Constitution.

I daily pray for all our troops. God Bless you and God Bless America.

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Dear Col. William Graham,

I'm writing to ask you to please consider maintaining open operation of all locks in Armstrong county.

I am developing 154 acres with over a mile of river frontage down stream from the East Brady boro. This development will have a 4 acre community park with said parcel being conveyed to East Brady boro upon Clarion County Planning Commission's approval. The East Brady boro has applied for funding to develop this parcel into a trail head parking lot for the Armstrong Rails to Trails, as well as, for the park users. It is the East Brady community's desire to build pavilions and pic-nic areas, as well as a 4 boat launch pad into deep pool 9. A public dock is also being considered at this park.

As for the remaining 150 acres, it is being sub-divided into single family vacation or permanent dwelling lots with over 15 lots already reserved for selling and new construction to follow. These buyers, as well as future buyers, are under the assumption that their river will take them to Pittsburgh and beyond. Closure of the locks could result in decreased interest, resulting in fewer sales. This would be economically detrimental to our business and, in turn, would negatively affect my local builders, excavators, mechanical sub-contractors, appliance stores, flooring stores, furniture stores, etc. Our area needs every bit of revenue we business owners can possibly generate to get us out of this economic slump.

Small business owners like myself, working together to generate work and income for others in our local area, is what it will take to get this country moving again.

Please consider limiting the days and hours of operation even shorter/fewer than your current days/times for Locks 2-4. Let's do everything we can think of to maintain limited operation of locks 5-9 on weekends and holidays. With a public dock system in the planning stages on the Clarion Co. side of the river, the businesses in East Brady boro will be able to capitalize on that boat traffic, thereby increasing revenue in their businesses.

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Attn: Col. William H. Graham, Pittsburgh District Engineer

Good Morning Sir:

First let me thank you and your team for coming to our community and addressing and sharing your insight on the pending situation regarding the locks and dams on the Allegheny River, especially Locks 5 through 9 located in Armstrong County.

I recently attended the meeting along with roughly 200 other concerned citizens/boaters held at the West Kittanning Fire Hall regarding staffing of the locks/dams on the Allegheny River on Thursday, February 24, 2011. The situation to me looks rather bleak for the fiscal year of 2012.

My first suggestion would be to access an additional fee to all registered boats in the Commonwealth of Pennsylvania collected by the Pennsylvania Boat and Fish Commission. The collection of this fee could be collected and forwarded to the US Army Corps of Engineers to be used for "Projects" such as operation and maintenance of the locks and dams in the Upper Allegheny River region. Additionally why not impose fees to all registered boats in states that border the Mississippi, Ohio, Monongahela, and Allegheny Rivers. My thoughts are the more people involved and contribute, would mean a lower fee to be shared and shoulder by all that have the opportunity to use these fine waterways that are available to us to help maintain and operate.

My second suggestion is administering a system similar to the "EZ Pass" currently used on the the Pennsylvania Turnpike. Boat owners could have a device on their boats that could be scanned when traveling through the locks and would be automatically charge to one of their credit cards. I would think many boat owners would be glad to pay a fee to utilize the lock system.

The third suggestion would be to shorten the season for the locking of recreational traffic through the lock system on the Upper Allegheny starting April 1st through September 30th of each year. This would shave the months of March, April, and October off the season each year.

I live in the village of Clinton, Armstrong County, PA and have been boating in this pool between Locks 5 and 6 my entire life. At one time the "Compound" containing Lock 6 and the Homes provided for the Lockmasters was a show piece in the village of Clinton, it is very sad to see the buildings boarded up and not used as they once were and the grounds not maintained as they once were when I was a young person growing up. My son and daughter-in-law recently "Blessed" my wife and I with our first grand child just last November 2010. I am the "Third" generation to have owned this grand piece of property in South Buffalo Township, Armstrong County and dearly would love to have the fifth generation, "Kinnard Family" the opportunity to enjoy this magnificent river to some extent/degree as I have for the last sixty years.

I currently own and maintain three registered boats in the commonwealth that I keep in Pool 5 along with two brothers and a nephew that maintain their own boats not mentioning the many friends and neighbors also. I feel it is time we all share the burden of maintaining and operation of these locks so future generations can experience pleasure boating on the Upper Allegheny. As an active member of two boat clubs we have annual river runs on both the Allegheny and Ohio Rivers and utilize the locking systems on both. One note of interest, have you ever had the opportunity to read the book "The Allegheny River - Watershed of the Nation" by Jim Schafer and Mike Sajna, it is a very good read!

Thank you for providing me the opportunity to address and provide suggestions for this very important cause.

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PLAN "A" VS. PLAN "B" LOCK CLOSURE PLAN

Thank you all for hosting, attending and participating in the Lock Closure meeting at West Kittanning Firehall last night. As I hope that you could see from the large turnout, the people in our area are very concerned about the pending lock closures. Incidentally, the Armstrong School District also held a meeting simultaneously that was very controversial, otherwise the turnout would have been even larger.

One thing that was mentioned during the meeting but may have been lost in the shuffle is that when considering the number of boaters using the locks on the Upper Allegheny versus the Lower Allegheny, we are not afforded the luxury of 24/7, 365 days per year lockages. We are already limited to one shift per weekend day, for only six months out of the year. This being said, I am at this time voicing my desire that when considering the two options at hand, you opt for the more fair option of Plan B.

Regarding the long term management of these locks, the idea of a "boater" partnership is not practical. We all know that these locks require more upkeep than the average (mostly retired) volunteers can handle. This is why I proposed to our County Commissioners that any partnership should be between the USACE and Armstrong County. I have attached a copy of my e-mail to them below for your review. Thank you for your consideration.

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I would favor Option #2. Remove the Midnight shift from locks 2,3 and 4, and operate 5,6 and 7. Also I would suggest in order to raise revenue for the Allegheny lock system, annual fees for dock permits could be established. Perhaps \$ 100 per year per dock with dock numbers assigned and displayed on each dock. This system has been in effect at Deep Creek Lake for decades and it works well. Also develop a "lock pass" for boaters, again perhaps \$100 per year or a \$10 fee to pass thru the locks. Also would the Corps be open to selling advertising, 3'x5' signs or 4'x6' to businesses to help generate income. The corps would set criteria on sign size and the business would pay to have sign designed and mounted. All the corps would be doing is providingn space. Maybe \$500 per year per sign.

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Support private & public joint participation to keep the locks open

Please keep the locks open

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(riverfront property owner between Locks 8 & 9) made the comment: He is in favor of a public/private partnership. Rec'd a letter from county commissioners and wanted to voice his support. Please add him to our mailing list.

Msg to Col. Graham: He attended the meeting at the West Kittanning Fire Hall and appreciates what you did that night. He understands its not the Corps fault. He hopes something can be done to keep locks open.

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Thank you for your presentation concerning the closure of Allegheny Locks 5-9.

As evidenced by the turnout, many citizens are concerned about the future of our river. In my opinion Option 2 is the better solution. It is not an efficient use of resources to staff a midnight to 8 shift at Locks 2-4 when only 7% of the lockages occur at that time. In addition, we also need an option for Locks 8-9. The closing of these locks will harm tourism in Armstrong County, cut off access for boaters, and negatively affect property values along the river. It is my understanding that the problem with staffing

8-9 is that there just are not enough employees to cover all of the weekend shifts and there is no interest in adding part time help just for those locks. The answer is to develop a private-public partnership to operate the locks on weekends. An organization could be funded by a boater/property owner fee. The fees would fund administrative, insurance and staffing costs for operation of the locks from Memorial Day through Labor Day. Another possibility is a volunteer organization similar to the Coast Guard Auxiliary that with proper training and insurance could operate the locks. Maintenance and any commercial lockages would still be the responsibility of the USACE.

Maintenance could be at least partly funded by the hydro electric plants and the water/sewage authorities that use those pools. I think we all realize that government spending needs to be reigned in, but we also need to be flexible and open to alternatives to ensure the continued use and enjoyment of our river. Thank you for your consideration.

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After looking at the two options, it appears that the more viable option is #2. I do not understand why there must be 3 employees at lock #6 and only 1 needed at #7. If a lock can operate with only one employee then why not use 1 employee from say lock #4 to work at lock #8 every other weekend. Then maybe another employee from say lock # 2 or #3 to go to lock #9 every other weekend. If this could be coordinated, the boaters, I'm sure, would have an easier time adjusting to the new schedule with fewer complaints until we could buy enough time to come up with more viable, long term solution. The locks that will run with only one employee, I know, is really skimping. However I know that it could be done. What do you guys do when one or two employees call in sick? I'm sure you run it with fewer employees.

I know the budget is done, so, to come up with a way to get more money for FY 2012 is probably too late. Adjusting the work schedule of the 25 employees you will have can keep the locks open and keep an awful lot of people, businesses, communities, etc. much happier.

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I agree with other comments stated that there should be a fee to use the locks. I believe the fee should be for both recreational and commercial users. There has to be a solution found that keeps locks 8 and 9 open while also allowing for the proper maintenance of all the locks. One person commented using the ez pass system which is a great suggestion but may be costly to install. Why not with the boater registration sell passes to use the lock and an additional sticker gets added to the registration? You could also probably utilize the game and fish commissions PALS system to sell passes or temporary passes much like a hunting or fishing license. Also make the locks only accessible to the commercial users via appointments and set penalties if an appointment is missed to help offset the cost. Have the locks open on the weekends to recreational users or for peak boating weeks as well.

We cannot let the locks lack maintenance and we cannot just shut them down either. There has to be better solutions.

I also think more than just two meetings is necessary and more should be scheduled.

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**Comments from Public**

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In response to the public meeting held February 24, 2014, in West Kittanning, we support keeping the Allegheny River locks open through a private/public participation option.  
Please consider the private/public participation option when you make your final budget and manning decision for the 2014-2015 fiscal year (and beyond).

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TO WHOM IT MAY CONCERN. The Lock options could be helped by the Option of a LOCK or permit fee. Limited months, limited weekends, Maybe Reserves helping manning the locks. Why is it always the TAXPAYING CITIZENS getting the cut in services. Seems like certain groups of people just keep getting all the BENEFITS on the backs of the working Taxpaying citizens

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My concerns of Allegheny River lock closures are two fold: safety and economic impact.

Marinas like Schenley, Rosston Eddy and Kittanning would not be able to survive without larger boats that mainly support their fuel, repair and dock services since a high percentage of the larger boats would move down river. Real estate value could plummet with closed locks.

If the locks could function during the peak boating season from 10 am to 6 pm and close Tuesday and Wednesday or 10 to 8 with Tuesday thru Thursday closed, the first responders would be able to assist in the majority of incidents and recreational craft would be able to reasonably support marinas that provide services. Also if early and late in the season there were weekend hours for larger boat access since the larger boats have repairs done and the small crafts mainly operate on weekends. This would allow the marinas to operate.

There are a few established events that will probably cease if there is no special event lock availability ie. Brady Regatta that has been very popular in the past.

Another issue would be if the river, weather and/or lock conditions would not allow enough time for slow vessels to travel through the restricted locks. A captain could file a plan to inform the Army Corps of a time issue, the locks could minorly extend the hours as to not trap the slower vessels since docking for the larger vessels is very limited.

Thank you for involving the boaters in this suggestion process.

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**NEGATIVE IMPACTS OF OPTION ONE:** 1. Environmental Issues

- a. 1800 gallons of hydraulic oil contained in severely deteriorated piping at each closed facility without personnel to monitor.
  - b. The resulting negative impact to the flora and fauna of the area if piping fails.
  - c. The contamination of the local water supply.
  - d. No personnel for fish lockage during spawning season.
  - e. Negative CORPS image if piping failure is highly publicized in the media, (especially since the oil spill in the gulf), and that it is preventable and well documented in the condition reports.
2. Actual Cost Savings
- a. Actual amount of labor savings with overtime and part time annuitants (if annuitants are available) running locks on limited schedules instead of 1 fulltime operator at each facility?
  - b. Cut off utilities- no power for alarm systems?
  - c. Elimination of all maintenance?
  - d. Additional transportation costs to check closed locks.
  - e. Lack of personnel for gauge and weather input (this can be done electronically by purchasing more equipment or delegating funds to another federal entity).
  - f. Equipment failure due to lack of usage- silt accumulation as we are seeing at lock #9.
  - g. Increased liability to EPA, DEP, and the general public if piping fails.
  - h. The cost of clean up and containment of pipe failure.

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**Comments from Public**

3. Rewriting the job descriptions

- a. Not in job descriptions, will job descriptions be rewritten, and then the positions refilled?
- b. Legally compatible with the negotiated agreement?
- c. What is the impact on the upper Monongahela?
- d. Why not eliminate third shift on lower Allegheny?
- e. Will supervisory positions be lost due to fewer personnel?

4. Liability Issues

- a. Will liability go away for public safety?
  - 1. Another boater sucked into the dam.
  - 2. Another boater going over the dam.
  - 3. Public Injury by unattended lock equipment.
  - 4. Increased vandalism and theft/pilferage issues.

5. Economic Stimulation

- a. Job losses.
- b. Bad economic impact for local businesses.
  - 1. Marinas/fuel/repair shops/Boat sales
  - 2. Local restaurants
  - 3. Reduced sporting equipment sales
- c. Reduced likelihood of increased commercial traffic
- 6. Loss of park usage.

7. Lack of personnel to reduce losses caused by high water. (or are we just letting assets flow down the river)

8. Impediment of law enforcement officials (Coast Guard, Fish and Boating Commission, River Rescue).

9. Lack of personnel to keep walkways, approaches, and chambers free from ice to accommodate appointment lockages in the winter.

10. Virtually total loss of helipad usage by emergency responders.

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SEE ATTACHED PDF

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Please give extra consideration to option 2 and try to give locks 8 & 9 holidays and special events

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We are, of course, opposed to any plan that curtails REASONABLE USAGE of the locks by RECREATIONAL BOATING, which, we believe, should have an equal mandate to the COMMERCIAL USAGE.

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I question why the upper locks are manned in the winter. If you do the math and assuming that there are eight people distributed between 5, 6, 7, and 8 (9 is not manned in the winter); the gentleman at the meeting said that each person makes \$25/hr. That is \$2,000 per week per lock. Manning the locks for the winter with NO lockages cost approximately \$224,000 in payroll alone. If you manned all 5 upper locks every weekend from June until September with two personnel it would cost \$16,000. Add seven days for special events and holidays at a cost of \$2,800 for a total of \$18,800. Have the pair of workers do the preventative maintenance required while they are there. I work in a similar environment and we do all of our P.M. in pairs. Even if you double the cost for insurances and such for the employees it is still \$37,600 which actually seems like an inflated number. People from the lower locks could be put on a rotating schedule to travel to one of the locks to operate it.

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**Comments from Public**

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For the next two year I feel that option 2 is the best to look at. This will give us two years to look for another avenue to look for to keep the locks open even if would be under a private sector. The only part that scare me about this is that if you take away from the lower locks and all goes well will we lose money the year after and then there would be closing of more locks and still the lower locks would be only running on two shifts. At meeting we were told that the locks are not there for flood control. But yet on the Mississippi River the upper locks were to be kept close because of the Asian Carp migrating into the lakes. In December a federal judge ( I feel made a precedence ruling) that the lock could not be closed because they were used in flood control of the lower Mississippi River and then the most important part: Due to economical hardship and with the closing of the lock on the upper Allegheny River that is what is being created.

The fact that marinas will sustain financial setbacks those of us with larger boats will be forced to relocate, transient boats will not be able to stay overnight and spend money, which the marinas need to stay in business as well as boat repairs. Restaurants along the rivers will hurt in the summer as boaters will not be able to stop and enjoy a meal than return to their marinas for the evening. The southern business along the river will loss business from the northern boaters that come down to enjoy the night life and weekends in Pittsburgh. Some boater will just get feed up and sell their boats, while the rest of us that want to keep ours in the marinas we are at will give up a lot of enjoyable days traveling from pool to pool for activities at local communities and marinas but to many business this could mean total loss of income and is this fair to those that invested so much.

There has been mention that in other areas locks have been taken over by other means. Can you give us how they were done or publish a list of people or organization we can contact to see how they did it so that we may follow suit.

thank you

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Dear Colonel William Graham and U.S. Army Corps of Engineers Pittsburgh District Staff-

I am writing on behalf of the Armstrong County Tourist Bureau and its Board of Directors, to express our wish that USACE decides upon Option 2--to keep Locks 5, 6 and 7 open as the current schedule dictates: weekends and holidays, for FY2012 until alternative funds can be generated for FY2013. We understand that our industrial giants are gone, the tonnage is not sufficient and that cuts have to be made somewhere in these tough economic times--but we do ask that you help keep the economy alive in our area, by working with us to accommodate recreational river uses and tourists.

Tourism is the #1 industry in Armstrong County. One of our most important and showcased attractions to tourists is the Allegheny River and our plethora of water recreation/relaxation. As an outdoor recreation destination, the closing of the every lock in Armstrong County to recreational traffic would be devastating to our economic well-being. The tourism industry generates approximately 70 million dollars in direct spending for Armstrong County, let alone the much larger amount of money generated indirectly through job creation, tax revenues, investments, et cetera.

Additionally, our county utilizes the Allegheny for many entertainment events and activities: Arts on The Allegheny Concerts, Boaters Poker Run, numerous festivals on the banks of the river, travel to restaurants/marinas/campgrounds throughout all pools of the river from Pittsburgh to Foxburg, fishing tournaments, proposed Dragonboating events and the list goes on.

In closing, again we ask that you continue the current lock schedule (Option 2) for Locks 5, 6 and 7--so that we may continue to utilize the Allegheny River as a generator of tourism, and therefore revenue, for our area.

Thank you.

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I want to thank you for taking the time to inform us of what the 2 options are. Of the 2 options I would like to see option 2 be used. Thank you.

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I was wondering who owned the mineral rights under the locks and Allegheny River. Seems to me that someone should be benefitting from all that natural gas that is to be extracted from underneath those areas.

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We are currently docked at Schenley Yacht Club directly above lock #5. We moved there in 1997 from Kittanning above Lock 7 because we wanted to travel on the rivers and Lock 5 allowed us more freedom to do so. We feel that there needs to be recreational lockages or we will not be able to take advantage of our boat on the river. We "vacation" on our boat May - October. We use approximately 400-500 gallons of fuel and when we trave the river we try to spend money to help out the towns and activities we attend. We question why recreational boats cannot lock through when someone is being paid to be at the locks. People who own boats will now have a reason to see them and who would pay a boat's value if they are held captive in a "lake" on the river. We pay taxes too, please consider recreational boaters as part of the economy in these tough times. Thank you.

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To All Interested Parties: For selfish reasons, as a boater, I would like to see the Allegheny locks remain open. From a National Security standpoint, I feel that the value of these locks and dams cannot be ignored. This infrastructure that is already in place should not be abandoned. There may come a time of military concern, or natural disaster, or catastrophe, that this infrastructure would be invaluable, and irreplaceable. To abandon this natural resource would be a foolish decision, and a gross mistake regarding the United States business, and the welfare of this great and mighty country. Please consider with wisdom.

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**\*LETTER TO THE PUBLIC FROM ARMSTRONG COUNTY\*** Dear Friends of the Allegheny, We would like to thank you for your support and taking the time to attend the recent informational meeting on the Locks and Dam system that was held February 24, 2011 at the West Kittanning Fire Hall. It is imperative that our locks along the Allegheny River in Armstrong County must remain open and available to both business use and recreation. We are requesting everyone to contact the Army Corps of Engineers before Sunday, March 13, 2011 in support of keeping the locks open through a private public participation option. The contact information is as follows: Mailing Address: U.S. ARMY CORPS OF ENGINEERS, PITTSBURGH DISTRICT 2200 WILLIAM S. MOORHEAD FEDERAL BUILDING, 1000 LIBERTY AVENUE, PITTSBURGH, PA 15222-4186. Phone: 412.395.7500 Fax: 412.644.2811 We appreciate your assistance and will be contacting you with future updates and meetings. Thank you for your concern and support of Armstrong County and the Allegheny River system. Sincerely, ARMSTRONG COUNTY BOARD OF COMMISSIONERS

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We- I - support keeping the locks OPEN!

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Sir/Ma'am,

Even though the outlook for FY2012 is looking grim, I do believe, with proper cuts, that everyone can come from the current situation not unhappy. Especially after addressing a few key points that I don't believe were ever considered.

Putting a lock into "care taker mode" seems to be basically putting that locks head on the cutting board and dangling a cleaver above its neck. Allegheny Locks 6 through 9 have an old but efficient system to operate. They have, for the most part, been using the same equipment since circa 1920. After 90 years, they are for the most part still very mission capable (with the exception of Allegheny Lock and Dam 9), I would say that the equipment has proved itself to be reliable and efficient. There is one thing that stands out about the equipment. The best preventative maintenance that can be done with the equipment is regular use. Case in point: Allegheny Lock and Dam 9. Between Allegheny Lock and Dams 6-9, Lock 9 was built last and has the newest equipment (Lock 6: 1928, Lock 7: 1930, Lock 8: 1931, Lock 9: 1938). That being said, Lock 9 also sees the least amount of use on the Upper Allegheny. Even to the point that right now it operates off of its standby pump, as its two primary pumps are offline. Putting a lock into "care taker mode" and having it not regularly see any use will cause the locks to fail prematurely. So in essence, the ~\$100,000/year that you are saving now to employ a single lock operator for a lock is going to end up costing you money in the long run, as the repairs will most likely be well over the cost of a single employee. The costs of said repairs would be substantial enough to give serious consideration of shutting a lock down completely, after a few years of being in "care taker mode," and in my opinion, if the idea is to keep any of the locks in any sort of running condition, should be the very last option considered.

To say that the Lower Allegheny sees more use, and that more funding should be diverted towards it, is in my opinion, a miscalculation. In terms of funding, yes, the Lower Allegheny gets the commercial tonnage that funds the entire Allegheny, at the moment. The Upper Allegheny (besides Lock 5) currently sees very little, if no commercial traffic. But in terms of actual lockages/boats, the Upper Allegheny is actually fairly competitive, if you consider the Upper Allegheny as "recreational only" which it virtually is, and only take in account the hours that they are available to recreational craft lockages are available at said locks. Case in point: July of 2010.

Lock	Hours Available	Vessels Locked	Vessels/Hr
Lock 2	744	1632	2.194
CWBY	744	875	1.176
Lock 4	744	838	1.126
Lock 6	112	218	1.946
Lock 7	112	315	2.813
Lock 8	112	311	2.777
Lock 9	72	388	5.389

That being said, what my “Option 3” suggestion, is an even more recreational friendly plan. One that might actually keep ALL of the Allegheny Locks open.

VERY Recreational Friendly Option #3	
Lock 2	<u>6 employees</u> 1 – Lockmaster 1 – Equipment Mechanic 4 – WY-09 0 – WY – 08
Lock CWBY	<u>5 employees</u> 1 – Maintenance Leader 4 – WY-09 0 – WY -08
Lock 4	<u>5 employees</u> 1 – Equipment Mechanic 4 – WY-09 0 – WY -08
Lock 5	<u>2 employees</u> 1 – Equipment Mechanic 1 – WY-09 0 – WY -08
Lock 6	<u>4 employees</u> 1 - Lockmaster 1 – Maintenance Leader 1 – WY-09 1 – WY -08
Lock 7	<u>1 employee</u> 1 – WY-09 0 – WY -08
Lock 8	<u>1 employee</u> 1 – WY-09 0 – WY -08
Lock 9	<u>1 employee</u> 1 – WY-09 0 – WY -08
Total Employees	25

-OR-

VERY Recreational Friendly Option #4	
Lock 2	<u>6 employees</u> 1 – Lockmaster 1 – Equipment Mechanic 5 – WY-09 0 – WY – 08
Lock CWBY	<u>5 employees</u> 1 – Maintenance Leader 4 – WY-09 0 – WY -08
Lock 4	<u>5 employees</u> 1 – Equipment Mechanic 4 – WY-09 0 – WY -08
Lock 5	<u>2 employees</u> 1 – Equipment Mechanic 1 – WY-09 0 – WY -08
Lock 6	<u>4 employees</u> 1 - Lockmaster 1 – Maintenance Leader 2 – WY-09 0– WY -08
Lock 7	<u>0 employee</u> 1 – Equipment Mechanic 1 – WY-09 0 – WY -08
Lock 8	<u>0 employee</u> 0 – WY-09 0 – WY -08
Lock 9	<u>0 employee</u> 0 – WY-09 0 – WY -08
Total Employees	25

### **Option #3**

#### **Pros:**

- Still allows 2 shifts/day on the Lower Allegheny, while still allowing one WY-09/lock as a “floater”
- Said “floater”/lock on the Lower Allegheny would fill in for vacation days
- Commercial traffic can still, giving adequate notice to the appropriate locks, go through the Lower Allegheny with doubles, as the “floater” for each Lower Allegheny Lock can be scheduled to be there
- Recreational/Commercial traffic hours would virtually stay the same on the Upper Allegheny
- One WY-08 on the Upper Allegheny would be retained, as a “floater,” to fill on for WY-09 vacation days

#### **Cons:**

- The Lower Allegheny would lose its midnight shift, which would hardly be noticed as only 5-7% of the Lower Allegheny’s tonnage goes through during this shift. Said tonnage would just be made up in the first shift, via double lockages
- The Upper Allegheny would only have two mechanics

### **Option #4**

#### **Pros:**

- Still allows 2 shifts/day on the Lower Allegheny, while still allowing one WY-09/lock as a “floater”
- Said “floater”/lock on the Lower Allegheny would fill in for vacation days
- Commercial traffic can still, giving adequate notice to the appropriate locks, go through the Lower Allegheny with doubles, as the “floater” for each Lower Allegheny Lock can be scheduled to be there
- Recreational/Commercial traffic hours would virtually stay the same on Allegheny Locks 5, 6, and 7.
- One WY-09 on the Upper Allegheny would be retained, as a “floater,” to fill on for WY-09 vacation days
- The Upper Allegheny would retain the same mechanic force

#### **Cons:**

- The Lower Allegheny would lose its midnight shift, which would hardly be noticed as only 5-7% of the Lower Allegheny’s tonnage goes through during this shift. Said tonnage would just be made up in the first shift, via double lockages
- Allegheny Lock and Dam 8 and 9 would go into “caretaker” mode.

I hope said suggestions would be considered in deciding the future for the Allegheny River. With the commercial traffic representatives saying that they would not mind losing an available shift for the Allegheny River, and recreational vessel representatives asking for as minimal recreational cuts as possible, I do not see how "Option #1" should even be considered. I believe that if the Corps listens more to what the users of the river (both commercial and recreational) ask for, and less of "what the numbers say" that this phase can be very painless, and could possibly be virtually unnoticeable to the general public, as opposed to drastic measures suggested at the public meetings.



# Pennsylvania Fish & Boat Commission

EXECUTIVE DIRECTOR  
P.O. Box 67000  
HARRISBURG, PA 17106-7000  
717-705-7801 – 717-705-7802 (FAX)  
E-MAIL: [JARWAY@STATE.PA.US](mailto:JARWAY@STATE.PA.US)

March 9, 2011

Colonel William H. Graham  
U.S. Army Corps of Engineers, Pittsburgh District  
2200 William S. Moorhead Building  
1000 Liberty Avenue  
Pittsburgh, PA 15222-4186

Dear Colonel Graham:

The Pennsylvania Fish and Boat Commission (PFBC) is charged with the protection, conservation and management of the aquatic resources of the Commonwealth and providing fishing and boating opportunities for our citizens. We would like to comment on the recent notification that services on the lock and dam system in the Allegheny River are to be reduced.

Your press release states that services are being reduced due to economic reasons. We believe that economics are only one of many factors that should be considered before service reductions occur. Primary among these are the potential environmental and ecological impacts that a complete suspension of lockages in the portion of the Allegheny River from Lock and Dam 5 to Lock and Dam 9 may cause. The termination of lockages would result in a complete isolation of the pools in these reaches of the river as the five dams would act as barriers to fish movement. Many species of fish require the ability to move long distances within riverine systems in order to spawn and forage properly. Walleye, sauger, smallmouth bass, and the many species of suckers in the river are just some of the fish that need to move freely to maintain healthy populations. There are also many non-game, but ecologically important, fish species that benefit from movement between pools. Our efforts to reestablish paddlefish over the past two decades may be severely hampered if the suspension of lockages occurs.

We appreciate the Corps' past willingness to provide "conservation lockages" on Lock and Dams 5 through 9 in order to facilitate the movement of fish during the spring spawning period and we hope that this continues. However, fish also utilize the locks during the summer and fall when normal boat traffic necessitates the operation of the locks. We believe this seasonal movement is also necessary to maintain ecological health of this portion of the Allegheny River.

Additionally, the agency is concerned with the negative effect that the reductions in services would have on recreational fishing and boating. The popularity of the Allegheny River for anglers and boaters provides a great deal of economic benefit to the region. Numerous cottages and summer homes line the banks of the river in this area, and the primary reason for their being is the recreational opportunities that the Allegheny River provides. Visitors come to this region to fish and boat, and the lack of lockages during the recreational season would make

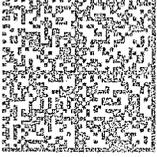
**Our Mission:**

[www.fishandboat.com](http://www.fishandboat.com)

*To protect, conserve and enhance the Commonwealth's aquatic resources and provide fishing and boating opportunities.*



Pennsylvania Fish & Boat Commission  
P.O. Box 67000  
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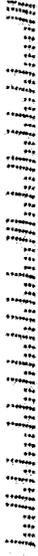
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PITNEY BOWES

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Sir/Ma'am,

Even though the outlook for FY2012 is looking grim, I do believe, with proper cuts, that everyone can come from the current situation not unhappy. Especially after addressing a few key points that I don't believe were ever considered.

Putting a lock into "care taker mode" seems to be basically putting that locks head on the cutting board and dangling a cleaver above its neck. Allegheny Locks 6 through 9 have an old but efficient system to operate. They have, for the most part, been using the same equipment since circa 1920. After 90 years, they are for the most part still very mission capable (with the exception of Allegheny Lock and Dam 9), I would say that the equipment has proved itself to be reliable and efficient. There is one thing that stands out about the equipment. The best preventative maintenance that can be done with the equipment is regular use. Case in point: Allegheny Lock and Dam 9. Between Allegheny Lock and Dams 6-9, Lock 9 was built last and has the newest equipment (Lock 6: 1928, Lock 7: 1930, Lock 8: 1931, Lock 9: 1938). That being said, Lock 9 also sees the least amount of use on the Upper Allegheny. Even to the point that right now it operates off of its standby pump, as its two primary pumps are offline. Putting a lock into "care taker mode" and having it not regularly see any use will cause the locks to fail prematurely. So in essence, the ~\$100,000/year that you are saving now to employ a single lock operator for a lock is going to end up costing you money in the long run, as the repairs will most likely be well over the cost of a single employee. The costs of said repairs would be substantial enough to give serious consideration of shutting a lock down completely, after a few years of being in "care taker mode," and in my opinion, if the idea is to keep any of the locks in any sort of running condition, should be the very last option considered.

To say that the Lower Allegheny sees more use, and that more funding should be diverted towards it, is in my opinion, a miscalculation. In terms of funding, yes, the Lower Allegheny gets the commercial tonnage that funds the entire Allegheny, at the moment. The Upper Allegheny (besides Lock 5) currently sees very little, if no commercial traffic. But in terms of actual lockages/boats, the Upper Allegheny is actually fairly competitive, if you consider the Upper Allegheny as "recreational only" which it virtually is, and only take in account the hours that they are available to recreational craft lockages are available at said locks. Case in point: July of 2010.

Lock	Hours Available	Vessels Locked	Vessels/Hr
Lock 2	744	1632	2.194
CWBY	744	875	1.176
Lock 4	744	838	1.126
Lock 6	112	218	1.946
Lock 7	112	315	2.813
Lock 8	112	311	2.777
Lock 9	72	388	5.389

That being said, what my “Option 3” suggestion, is an even more recreational friendly plan. One that might actually keep ALL of the Allegheny Locks open.

VERY Recreational Friendly Option #3	
Lock 2	<u>6 employees</u> 1 – Lockmaster 1 – Equipment Mechanic 4 – WY-09 0 – WY – 08
Lock CWBY	<u>5 employees</u> 1 – Maintenance Leader 4 – WY-09 0 – WY -08
Lock 4	<u>5 employees</u> 1 – Equipment Mechanic 4 – WY-09 0 – WY -08
Lock 5	<u>2 employees</u> 1 – Equipment Mechanic 1 – WY-09 0 – WY -08
Lock 6	<u>4 employees</u> 1 - Lockmaster 1 – Maintenance Leader 1 – WY-09 1 – WY -08
Lock 7	<u>1 employee</u> 1 – WY-09 0 – WY -08
Lock 8	<u>1 employee</u> 1 – WY-09 0 – WY -08
Lock 9	<u>1 employee</u> 1 – WY-09 0 – WY -08
Total Employees	25

-OR-

VERY Recreational Friendly Option #4	
Lock 2	<u>6 employees</u> 1 – Lockmaster 1 – Equipment Mechanic 5 – WY-09 0 – WY – 08
Lock CWBY	<u>5 employees</u> 1 – Maintenance Leader 4 – WY-09 0 – WY -08
Lock 4	<u>5 employees</u> 1 – Equipment Mechanic 4 – WY-09 0 – WY -08
Lock 5	<u>2 employees</u> 1 – Equipment Mechanic 1 – WY-09 0 – WY -08
Lock 6	<u>4 employees</u> 1 - Lockmaster 1 – Maintenance Leader 2 – WY-09 0– WY -08
Lock 7	<u>0 employee</u> 1 – Equipment Mechanic 1 – WY-09 0 – WY -08
Lock 8	<u>0 employee</u> 0 – WY-09 0 – WY -08
Lock 9	<u>0 employee</u> 0 – WY-09 0 – WY -08
Total Employees	25

### **Option #3**

#### **Pros:**

- Still allows 2 shifts/day on the Lower Allegheny, while still allowing one WY-09/lock as a “floater”
- Said “floater”/lock on the Lower Allegheny would fill in for vacation days
- Commercial traffic can still, giving adequate notice to the appropriate locks, go through the Lower Allegheny with doubles, as the “floater” for each Lower Allegheny Lock can be scheduled to be there
- Recreational/Commercial traffic hours would virtually stay the same on the Upper Allegheny
- One WY-08 on the Upper Allegheny would be retained, as a “floater,” to fill on for WY-09 vacation days

#### **Cons:**

- The Lower Allegheny would lose its midnight shift, which would hardly be noticed as only 5-7% of the Lower Allegheny’s tonnage goes through during this shift. Said tonnage would just be made up in the first shift, via double lockages
- The Upper Allegheny would only have two mechanics

### **Option #4**

#### **Pros:**

- Still allows 2 shifts/day on the Lower Allegheny, while still allowing one WY-09/lock as a “floater”
- Said “floater”/lock on the Lower Allegheny would fill in for vacation days
- Commercial traffic can still, giving adequate notice to the appropriate locks, go through the Lower Allegheny with doubles, as the “floater” for each Lower Allegheny Lock can be scheduled to be there
- Recreational/Commercial traffic hours would virtually stay the same on Allegheny Locks 5, 6, and 7.
- One WY-09 on the Upper Allegheny would be retained, as a “floater,” to fill on for WY-09 vacation days
- The Upper Allegheny would retain the same mechanic force

#### **Cons:**

- The Lower Allegheny would lose its midnight shift, which would hardly be noticed as only 5-7% of the Lower Allegheny’s tonnage goes through during this shift. Said tonnage would just be made up in the first shift, via double lockages
- Allegheny Lock and Dam 8 and 9 would go into “caretaker” mode.

I hope said suggestions would be considered in deciding the future for the Allegheny River. With the commercial traffic representatives saying that they would not mind losing an available shift for the Allegheny River, and recreational vessel representatives asking for as minimal recreational cuts as possible, I do not see how "Option #1" should even be considered. I believe that if the Corps listens more to what the users of the river (both commercial and recreational) ask for, and less of "what the numbers say" that this phase can be very painless, and could possibly be virtually unnoticeable to the general public, as opposed to drastic measures suggested at the public meetings.