

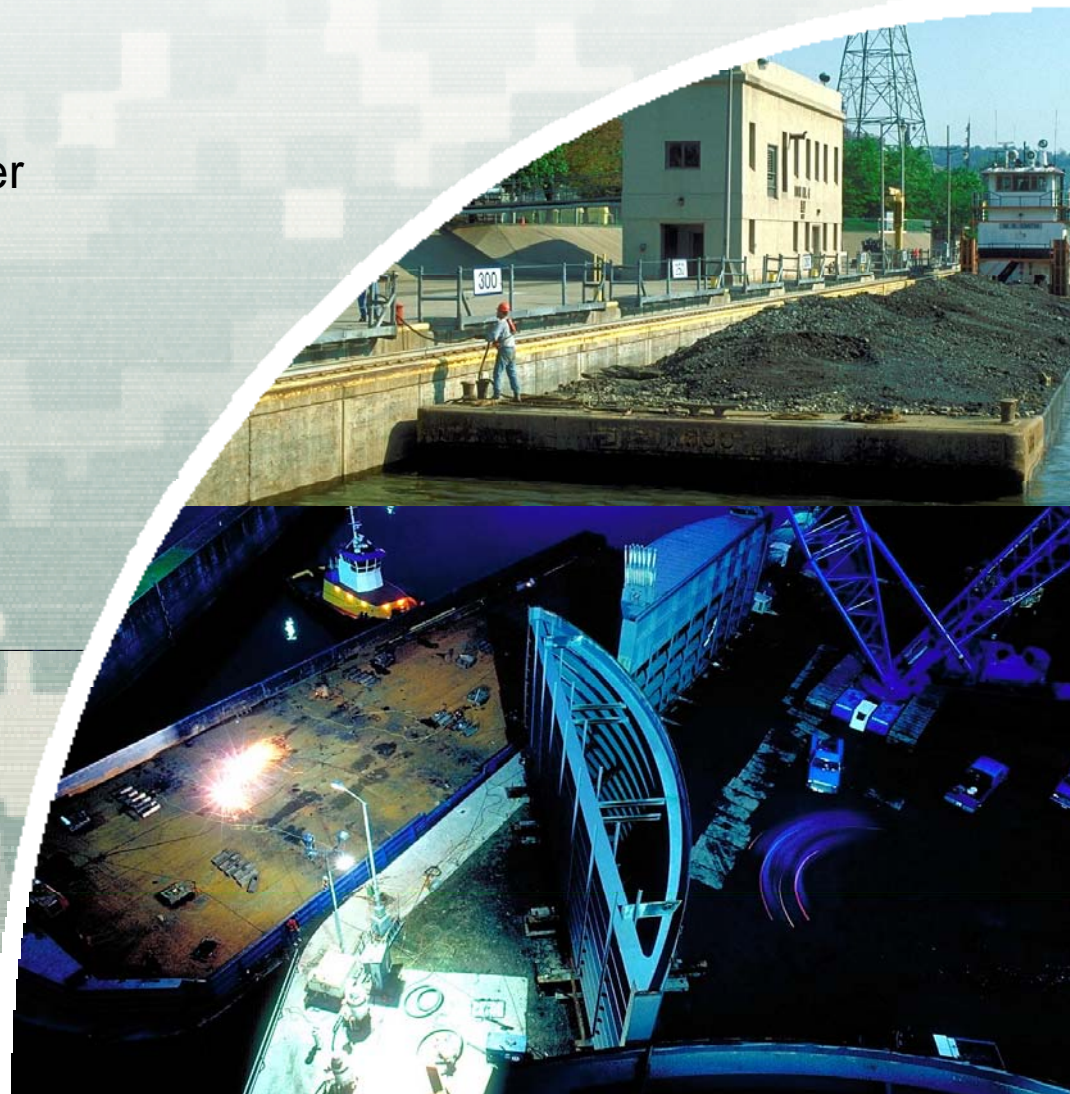
Upper Monongahela River Service Reduction Public Meeting

July 17, 2012

COL William Graham, District Engineer
MAJ C.J. Scott, Project Manager



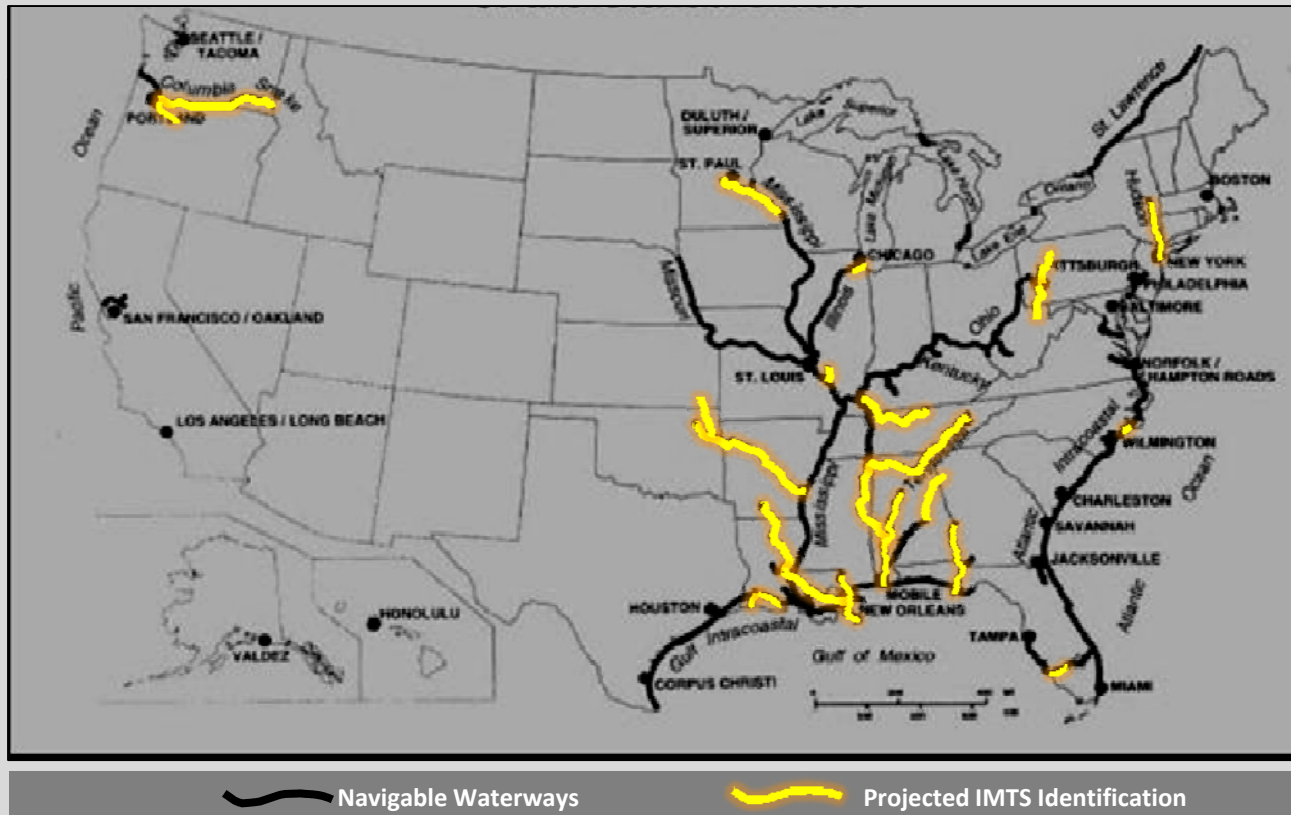
US Army Corps of Engineers
BUILDING STRONG®



Paying for Maintaining our Nation's Aging Infrastructure

Budget reductions require tough decisions on how to invest our Nation's resources to maintain and operate the system

Our aging infrastructure requires a greater amount of maintenance. We need to optimize operational funding from lower prioritized facilities to maintenance funding for the Nation's highest prioritized projects, and we need to do it thoughtfully. The Corps of Engineers will begin reducing service at 63 locks, nationwide, starting in October 2012.

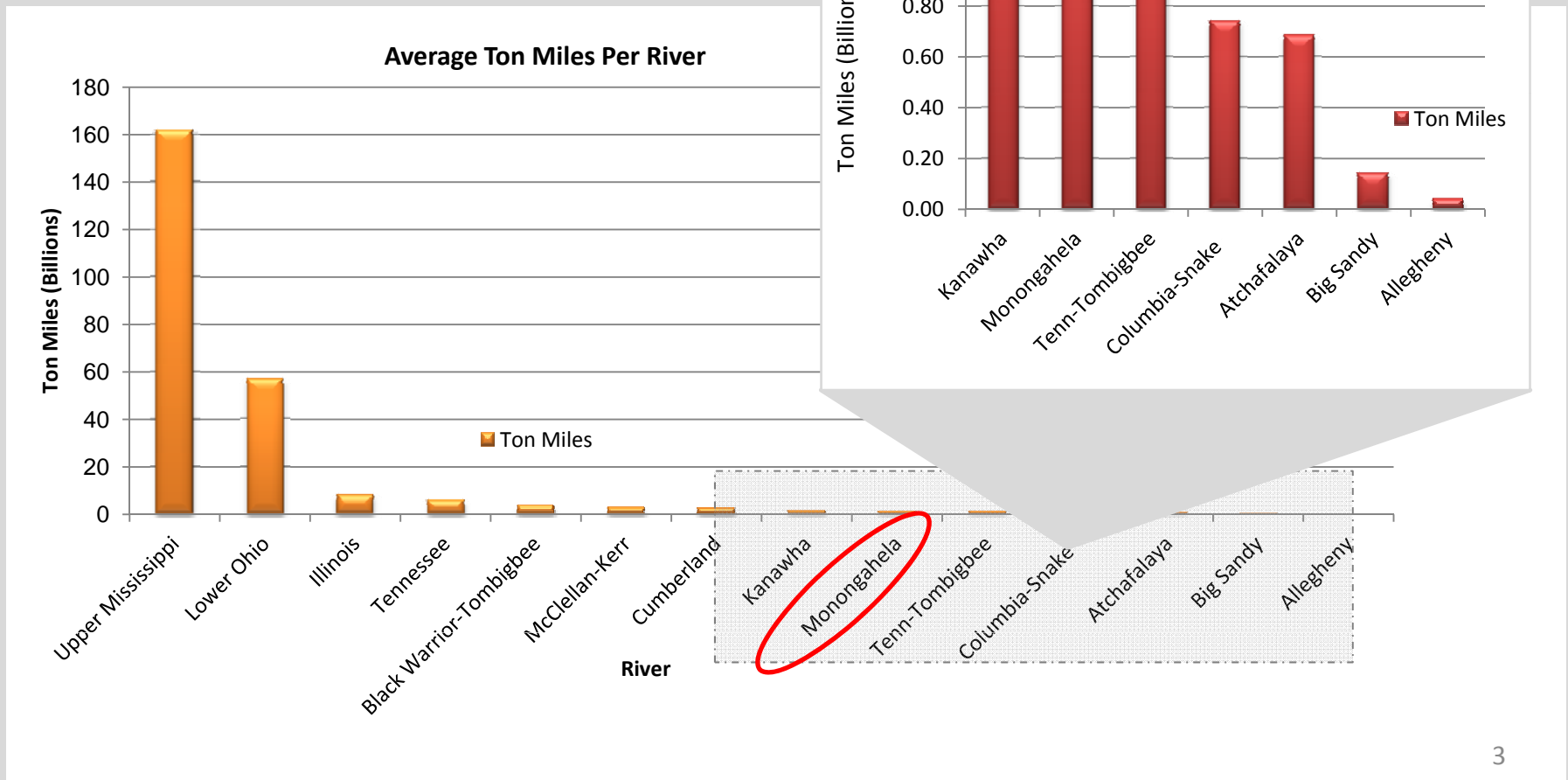


*25 locks support less than 1000 commercial navigation lockages a year, yet are staffed 24/7; 10 of those support less than 500.

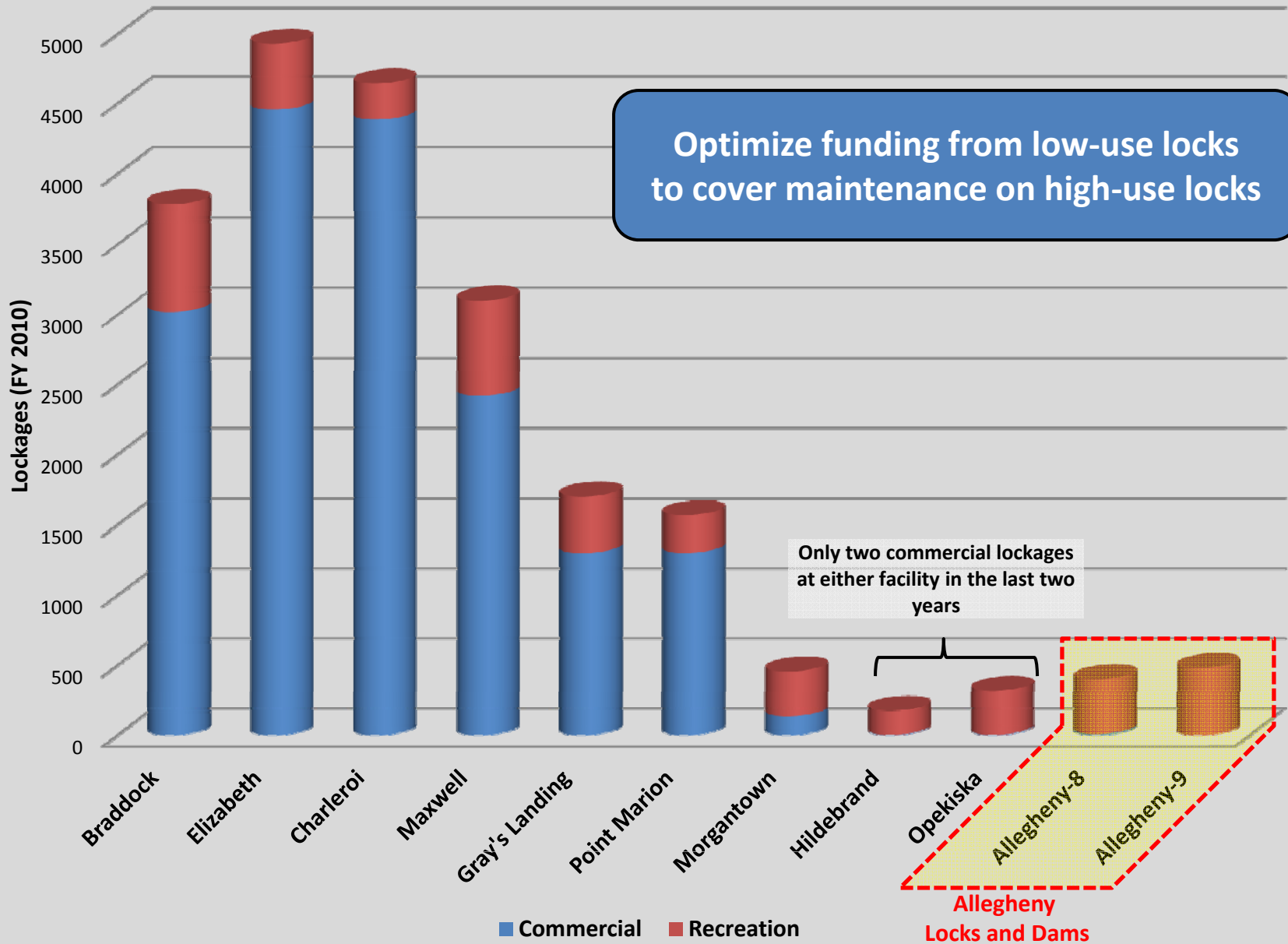
The Monongahela River (Compared Nationally)

Low Use Navigation Systems: Less than 1 Billion River Ton Miles*

*Ton Mile = Tons of cargo X number of miles moved on a specific River System

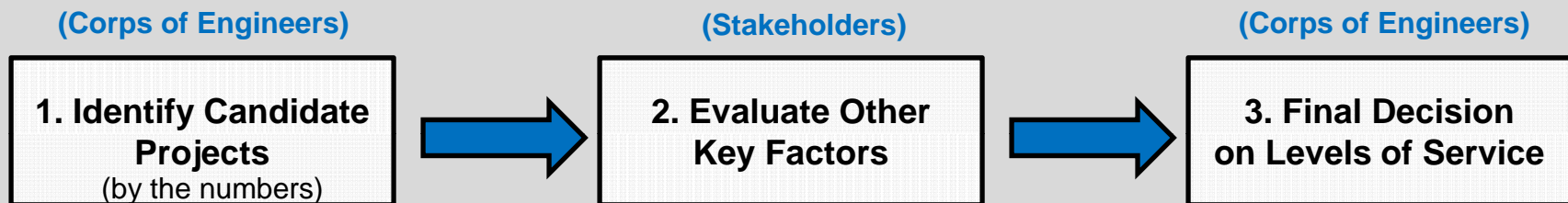


Monongahela Commercial and Recreational Lockages (By Lock)

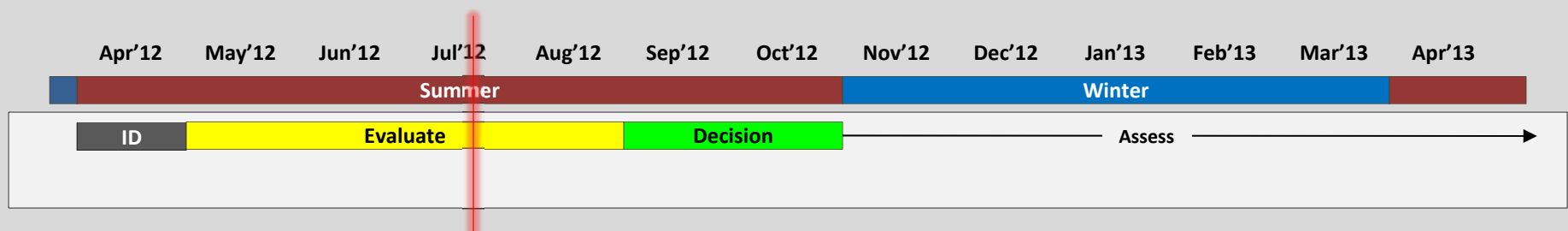


Inland Marine Transportation System (IMTS)

The **Inland Marine Transportation System (IMTS)** Board of Directors has directed that an IMTS-wide approach be developed for evaluating the Levels of Operating Service for inland navigation due to constrained funding in the face of an aging infrastructure and the increased cost of operations.



The **IMTS Guidelines** were created by a Working Group, assigned by the Board of Directors in order to provide a **uniform and consistent** approach to lock operating staffing.



This is a nationally consistent approach.

Step 1. Identify Candidate Projects

(Corps of Engineers)

(Stakeholders)

(Corps of Engineers)

1. Identify Candidate Projects
(by the numbers)



2. Evaluate Other Key Factors



3. Final Decision on Levels of Service

Monongahela IMTS Analysis

	Lockages (FY11)			Vessels (FY11)			Current Level		IMTS Level (IMTS)		Proposed Level		
	Locks & Dam	Nav	Rec	Total	Nav	Rec	Total	summer	winter	summer	winter	summer	winter
	Braddock	3017	765	4011	2600	1309	4163	1	1	1	1	1	1
	Lock-3	4453	476	5888	4453	665	6136	1	1	1	1	1	1
	Charleroi	4382	256	5664	4359	380	5987	1	1	1	1	1	1
	Maxwell	2417	680	3148	2417	1050	3526	1	1	1	1	1	1
	Gray's Landing	1298	401	1868	1298	623	2093	1	1	1	1	1	1
Upper Mon	Point Marion	1299	266	1740	1300	401	1878	1	1	1	1	Upgrade	1
	Morgantown	132	322	569	132	472	720	4	5	6	6	5	6
	Hildebrand	2	169	178	2	338	347	5	6	6	6	6	6
	Opekiska	2	312	322	2	781	791	5	6	6	6	6	6

Level	Title	Guideline	Description
1	Full Service	> 1000 commercial lockages	24x7, every day
2	Reduced Service	500-1000 commercial lockages	2-Shifts, every day
3	Limited Service	< 500 commercial or > 1000 recreational lockages	1-Shift, every day
4	Scheduled Service	Limited commercial and/or substantial recreational traffic, with a more consistent daytime pattern of lockages	Lockages at set times per day
5	Weekends & Holidays	Little to no commercial lockages; >500 recreational lockages	1-Shift per day, weekends and holidays only
6	Service by Appointment	Limited commercial traffic with no consistent pattern of lockages (<500 commercial / <500 recreational)	Commercial lockages by appointment

Step 2. Evaluate Other Key Factors

(Corps of Engineers)

(Stakeholders)

(Corps of Engineers)

1. Identify Candidate Projects
(by the numbers)

2. Evaluate Other Key Factors

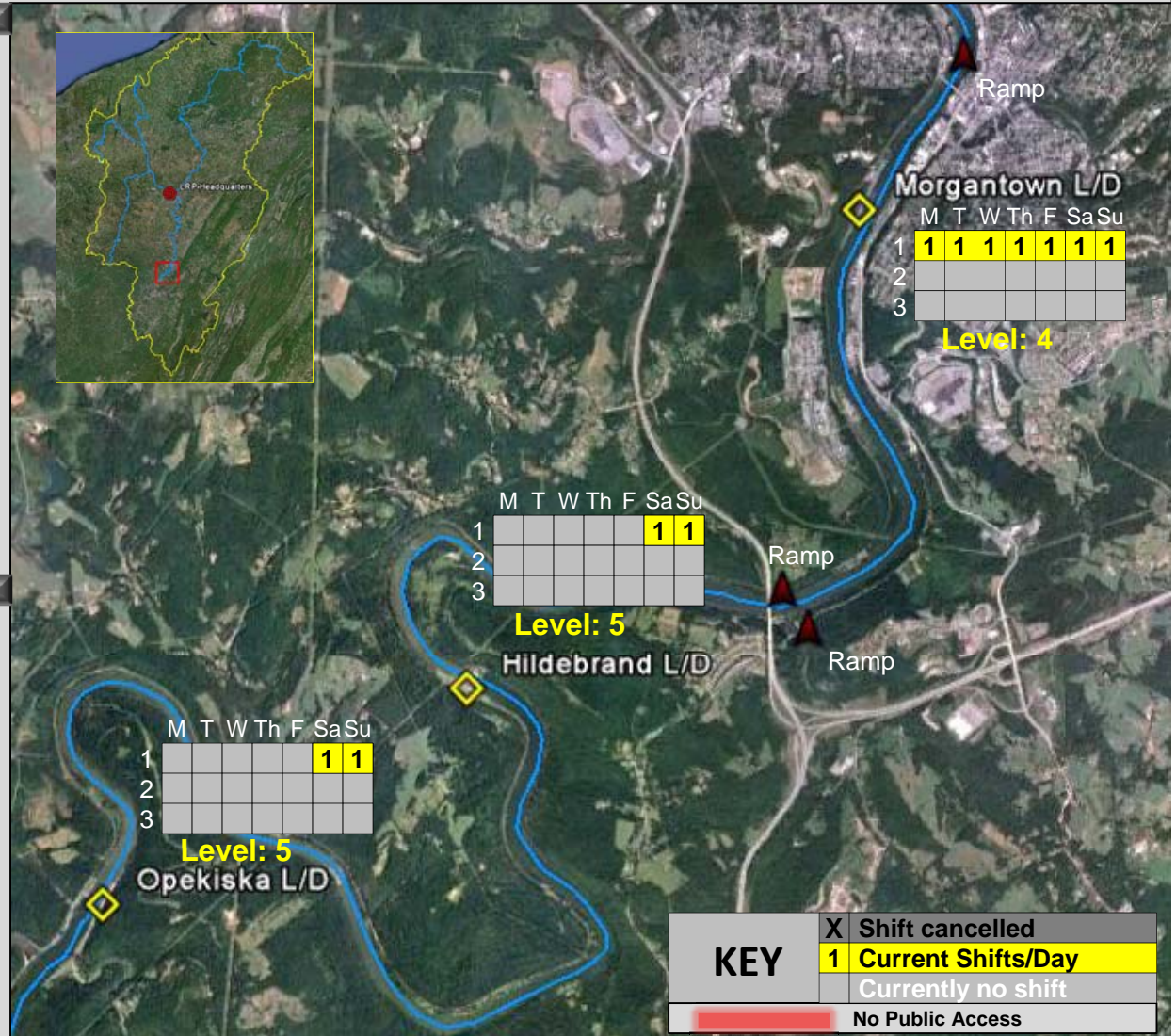
3. Final Decision on Levels of Service

OTHER KEY FACTORS

- Infrastructure
- Regional economics
- Recreational boating
- Fishing tournaments
- Boat and shoreline fishing access
- Fish passage and movements
- Access to pools if locks are closed
- Drift and debris passage
- Emergency responders
- Season variation

CORPS OF ENGINEER CONSTRAINTS

- Operations
- Fiscal responsibility & IMTS
- Funding & maintenance
- Security, safety & liability
- Training requirements
- Service levels
- Union responsibilities



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(Corps of Engineers)

(Stakeholders)

(Corps of Engineers)

1. Identify Candidate Projects
(by the numbers)



2. Evaluate Other Key Factors



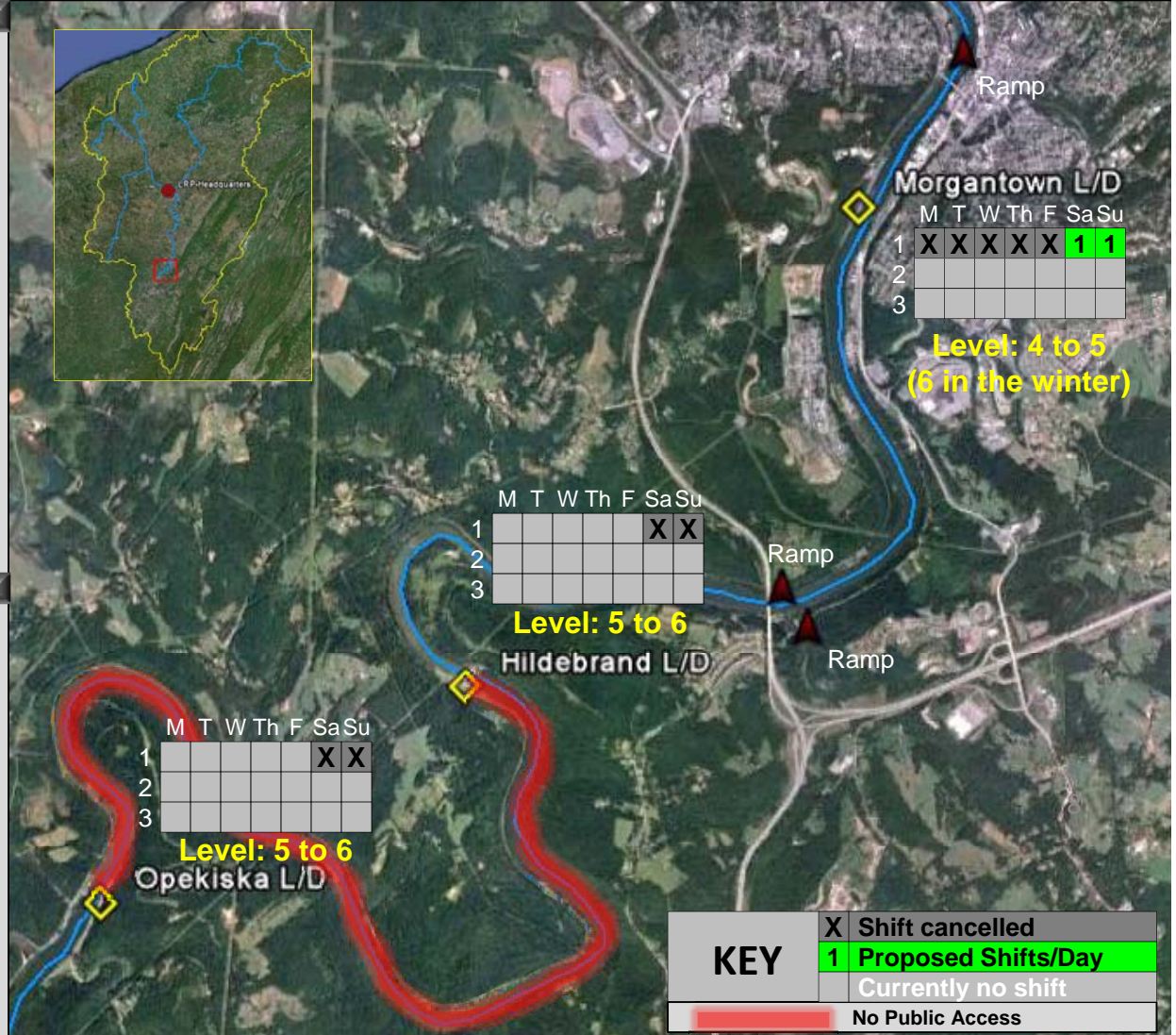
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USACE CONSTRAINTS

- Operations
- Fiscal responsibility & IMTS
- Funding & maintenance
- Security, safety & liability
- Training requirements
- Service levels
- Union responsibilities



As the Federal Government steps out,
who steps in?

We are willing to try anything;
to explore any idea.

Let's set the example for the Nation on
how to do this right.



Contact Us

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