



DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON DC 20310-0108

SEP -6 2012

Honorable Joe Manchin III
United States Senate
303 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Manchin:

This is in response to your letter dated July 18, 2012, requesting additional information about the proposed service level reduction at the locks on the Upper Monongahela River in West Virginia. I apologize for the delay in responding.

I understand your concerns about how commercial tonnage movements and recreational use are ranked with regard to the economic benefits and am sensitive to the effects of lock operation reductions on recreational activities, commerce and investments in northern West Virginia. The Corps' level of service review is intended to identify opportunities to reduce lock operating costs in order to redirect critically needed funding to lock and dam maintenance.

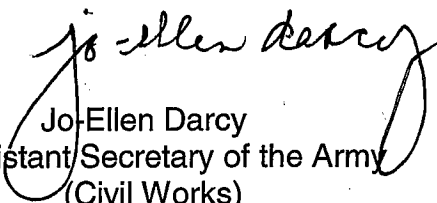
You requested several items of information, which are enclosed as follows:

1. The Army Corps of Engineers' April 30, 2012, implementation memorandum for Inland Navigation Lock Levels of Service.
2. The Corps' March 2012 Inland Marine Transportation System Levels of Service Guide, which provided guidance to Corps districts on how to evaluate and establish the baseline level of service, including identifying criteria for six different levels of service.
3. The Corps' March 2012 Inland Marine Transportation System (IMTS) Handbook, which provided districts a uniform approach to establishing levels of operating service.
4. Monongahela River System IMTS analysis of lock operation data for 2011, including data on commercial and recreational lockages that were used to identify the proposed level of service. The Pittsburgh District can provide more detailed information on the source of these data for each lock on the Upper Monongahela River, if desired.
5. Two tables: The first table summarizes the Pittsburgh District's river operation and maintenance funding for the past six years and the President's Fiscal Year 2013 Budget for the Civil Works program. Note that the operation and maintenance of the entire Monongahela River navigation system is shown in the President's Budget as one line item. The second table summarizes the staffing costs for the operation of Hildebrand, Morgantown, and Opekiska locks over the past seven years, including the proposed 2013 reduction and net savings.

As discussed in the July 17, 2012, public meeting in Morgantown, West Virginia, the Corps is committed to exploring a variety of opportunities to continue serving the communities of northern West Virginia. The organizations with which the Corps is working, represented by the Upper Monongahela River Association, are exploring opportunities for non-federal lock operators, increasing recreational lock traffic this boating season, and requesting access for additional public ramps and land-based fishing areas. While there is no metric for local economic impact, the opportunity exists for community stakeholders to present this and other impacts when evaluating key factors prior to a final decision by the Corps on levels of service.

I appreciate your support for navigation on the Monongahela River and for the Army Civil Works program.

Very truly yours,



Jo-Ellen Darcy
Assistant Secretary of the Army
(Civil Works)

Enclosures (5)
