

**SENATOR SPECTER FY06 APPROPRIATIONS REQUEST**

**Port of Pittsburgh Commission (PPC) Funding Request  
FY 06 –Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams**

**1. Organization Name:**

Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219

**Contact Person:** James R. McCarville, PPC Executive Director; Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**1b. Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222

**Contact Person:** Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

**2. Washington representative contract information if any:**

**3. County and City where project is located:** Allegheny County and Beaver County

**4. Appropriation Subcommittee:** Energy and Water

**5. Department or agency:** US Army Corps of Engineers

**6. Account within Agency:** Civil Works Program of the Army, General Construction Account

**7. Amount requested/total project cost:** \$3,000,000 USACE- General Investigations Account

**Amount in Presidents Budget:** \$0

**Amount approved in FY05:** \$500,000

**8. Is request for bill or report language?** No

**9. Project Summary:**

The Upper Ohio River Locks and Dams at Emsworth, Dashields, and Montgomery (EDM) in PA move 20-30 million tons of goods a year. Coal is the principal commodity on the Upper Ohio

River System. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and from mines to coking facilities. Construction companies use the project to move materials like stone sand and gravel and cement into the Pittsburgh area. These and other shippers that rely on Emsworth realized transportation cost savings of \$130 million in 2003.

If any of these pools were lost, major facilities dependent on river transportation are impacted – the US Steel Clairton Works, the largest coke plant in the US and the Bailey/Enslow Fork Complex owned by Consol Energy, the largest underground coal mine in the US-- and all of the international business done on the rivers by the Port of Pittsburgh.

Timely completion of the study is critical in order to accomplish a new authorization request in a FY08 WRDA bill and to minimize the need for emergency repairs at Dashields and Montgomery in the future. The condition of these dams is so bad that the USACE has already committed to spend \$78 million in emergency repairs at Emsworth in the next five years. In order to avoid similar expenditures at Dashields and Montgomery it is critical that this study be completed in a timely manner.

Navigation improvement opportunities are being evaluated under the Upper Ohio River, Emsworth, Dashields, and Montgomery Navigation Improvement Study. The study that is scheduled to be complete in 2008 is being delayed due to insufficient funding and so no funding has been recommended in the Administration FY06 Proposal.

**10. Number of employees at organization:** 6 PPC Employees

**11. Approximately number of jobs this funding will provide, if any:**

According to an independent study, 18,300 direct and 61,700 indirect and induced jobs depend upon the safety and reliable navigation on the Upper Ohio River.

## CONGRESSMAN MIKE DOYLE FY06 APPROPRIATIONS REQUEST FORM

### **Port of Pittsburgh Commission (PPC) Funding Request FY06 –Emsworth Dam Rehabilitation.**

#### **Recipient of Funds:**

US Army Corps of Engineers  
Colonel Stephen Hill, Commander  
District Engineer  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### **Organization Making Request:**

The Port of Pittsburgh Commission  
James R. McCarville, PPC Executive Director  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

**County of Organization requesting funding:** The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

**Project Summary:** Emsworth Locks and Dams are located on the Ohio River immediately downstream of the City of Pittsburgh. The main channel dam and locks are located at river mile 6.2 and the back channel dam is located at river mile 6.4. The Emsworth locks consist of a 110-ft wide by 600-ft long main chamber and 56 feet wide by 360 feet long auxiliary chamber. The structural components of the project are the oldest of any project on the Ohio River, dating back to 1919 to 1922 when Emsworth was constructed.

The Emsworth Dams are presently in an exigent situation. Prior to temporary, emergency repairs to the erosion protection downstream of the dams, there were 10-foot deep scour holes and 65 percent of the erosion protection was in a failed state. The temporary repair of the erosion protection was completed in January 2005 by infilling the scour hole with stone. Due to the temporary nature of the repair, soundings are required on an annual basis and following major flood events until a permanent repair is in place. Due to the extreme corroded state of the dam gates, failure of anyone of the thirteen lift gates would most likely cause a portion of the stilling basin to fail and possibly undermine the dam. There is presently a 74 percent likelihood of failure of one of the dam gates. The systems are proven to be unreliable due to multiple failures within the past four years. Both sets of the emergency bulkheads are in a red tag status for use where people will be working behind them. The nature of the deterioration is uninspectable corrosion and thinning of piles of connected plates and shapes. A failure of a connection would be rapid in comparison with our ability to give ample warning time (with the use of instrumentation) to

works protected by the bulkheads, creating a plausible loss of life scenario.

**Potential Appropriations Bill:** Energy and Water

**Account, Department, or Agency within Appropriation Bill:** Civil Works Program of the Army, Construction General (Dam Safety)

**Amount Requested/Total Project Cost FY06:** \$15 M

**Amount in President's Budget:** \$15 M

**Amount approved in FY05:** \$0

**Previous federal funding and other funding sources (state, private, etc.):**

A major Rehabilitation Evaluation Report for the Dams recommending a \$78 million project was approved in 2002. The dam gates, gate hoisting machinery, electrical power and distribution system, emergency bulkheads and a permanent scour protection system will be replaced with construction general funding beginning in 2005 and completed in 2010. Temporary emergency repairs to the emergency bulkheads and scour protection were initiated in 2004 with operations and maintenance funding and will be complete in 2005. The funds would come from the USACE – Construction General (Dam Safety) Account.

Because this is funded from the USACE construction general fund, 50% of the cost will be provided by the inland waterway user fee, which currently carries a surplus of \$350,000,000. In FY05, the USACE was awarded a contract for \$517,000 for the Operation and Maintenance Fund and they were also awarded \$5,000 (Wedge Fund) for Construction General, which allows this to be considered a continuing project.

## CONGRESSMAN MIKE DOYLE FY06 APPROPRIATIONS REQUEST FORM

### **Port of Pittsburgh Commission (PPC) Funding Request FY06 –Lower Monongahela Improvement Project for Locks and Dams 2, 3 and 4.**

#### **Recipient of Funds:**

US Army Corps of Engineers  
Colonel Stephen Hill, Commander  
District Engineer  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### **Organization Making Request:**

The Port of Pittsburgh Commission  
James R. McCarville, PPC Executive Director  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

**County of Organization requesting funding:** The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

**Project Summary:** The Lower Monongahela River Project is located in southwestern Pennsylvania and was authorized for construction by the Water Resources Development Act (WRDA) of 1992 to address the deteriorated condition of navigation facilities along the Lower Monongahela River. Specific concerns are the very real risks of navigation system failure related to the poor structural condition of Dam 2, Locks & Dam 3, and Locks on the Monongahela River. Completion of Braddock Dam, which replaces Dam 2, was completed in 2004. The condition and sustained operability of Locks and Dam 3, and Locks 4 remains a significant concern. Locks and Dam 3 was built in 1907. It is among the oldest structures operating in our land navigation system, and the most structurally deficient navigation facility on the Monongahela River. Under the “two for three” replacement plan, the 97 year old, undersized Locks 4, are to be replaced with larger and modernized lock facilities, and Pools 2, and 3 will be adjusted and regulated as one navigation pool by the new gated Braddock Dam.

The challenge is to put the Lower Monongahela River Project on an efficient funding schedule, which will require \$63.5 million annually through 2016 and to keep existing L/D 3 and Lock 4 safely operating until they can be removed. The Lower Monongahela River Project has slipped from being a 10-year project to being a 25+-year project resulting in \$1.2 billion in transportation benefits foregone. Unless a more aggressive schedule is approved, we will find it necessary to spend 50 million or more to maintain facilities that will be removed at the end of this project and should have already been removed by now.

**Potential Appropriations Bill:** Energy and Water

**Account, Department or Agency within Appropriations Bill:** Civil Works of the Army,  
General Construction Account

**Amount requested/total project cost FY06:** \$63.5 M

**Amount in President's Budget FY06:** \$50.8 M

**Amount Approved in FY05:** \$31 M

**Previous federal funding and other sources:**

The project is cost-shared 50/50 with the Inland Waterways Trust Fund. Approximately \$280 million has been expended on this project through FY 2004. During the last four fiscal years, the President's Budget averaged about \$34 million annually for the Lower Mon project. The FY 2005 appropriation was \$35,500,000. At recent funding levels this plan has been forced into a very inefficient and protracted construction schedule, which puts extended demands on the continued use of Locks and Dam 3 and Locks 4. These navigation facilities have already outlived their design life and their respective removal and replacement is critical to keeping the Lower Monongahela River system a reliable and efficient component of the Inland Waterway Navigation System. The longer it takes to complete this project, the greater will become the need for otherwise unnecessary maintenance on L/D 3, which will be removed upon project completion.

In the past the PPC has received grants from the US Maritime Administration and from the US DOT's Borders and Corridors Program and ferryboat Program.

## **CONGRESSMAN MIKE DOYLE FY06 APPROPRIATIONS REQUEST FORM**

### **Port of Pittsburgh Commission (PPC) Funding Request FY06 –Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams**

#### **Recipient of Funds:**

US Army Corps of Engineers  
Colonel Stephen Hill, Commander  
District Engineer  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### **Organization Making Request:**

The Port of Pittsburgh Commission  
James R. McCarville, PPC Executive Director  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

**County of Organization requesting funding:** The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodel future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

#### **Project Summary:**

The Upper Ohio River Locks and Dams at Emsworth, Dashields, and Montgomery (EDM) in PA move 20-30 million tons of goods a year. Coal was the principal commodity on the Upper Ohio River System. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and from mines to coking facilities. Construction companies use the project to move materials like stone sand and gravel and cement into the Pittsburgh area. These and other shippers that rely on Emsworth realized transportation cost savings of \$130 million in 2003.

If any of these pools were lost, major facilities dependent on river transportation are impacted – the US Steel Clairton Works, the largest coke plant in the US and the Bailey/Enslow Fork Complex owned by Consel Energy, the largest underground coal mine in the US- and all of the international business done on the rivers by the Port of Pittsburgh.

Timely completion of the study is critical in order to accomplish a new authorization request in a FY08 WRDA bill and to minimize the need for emergency repairs at Dashields and Montgomery in the future. The condition of these dams is so bad that the USACE has already committed to spend \$78 million in emergency repairs at Emsworth in the next five years. In order to avoid

similar expenditures at Dashiels and Montgomery it is critical that this study be completed in a timely manner.

Navigation improvement opportunities are being evaluated under the Upper Ohio River, Emsworth, Dashiels, and Montgomery Navigation Improvement Study. The study that is scheduled to be completed in 2008 is being delayed due to insufficient funding and so no funding has been recommended in the Administration FY06 Proposal.

Navigation improvement opportunities are being evaluated under the Upper Ohio River, Emsworth, Dashiels, and Montgomery Navigation Improvement Study. The study that is scheduled to be completed in 2008 is being delayed due to insufficient funding and so no funding has been recommended in the Administration FY06 Proposal.

**Potential Appropriations Bill: Energy and Water**

**Account, Department or Agency within Appropriation Bill:** Civil Works Program of the Army, General Investigations Account

**Amount requested/total project cost:** \$3,000,000 USACE- General Investigations Account

**Amount in Presidents Budget:** \$0

**Amount approved in FY05:** \$500,000

**Previous federal funding and other funding sources:**

The Upper Ohio River Locks and Dams of Emsworth, Dashiels, and Montgomery (EDM) are 70-80 years old. An authorization study to replace them started last year with an appropriation of \$500,000, but no funds were included in the President's budget this year. The study requires \$3 million in FY06 to continue those studies. One half the amount is funded through inland waterway user fees, which have accumulated a \$350,000,000 unspent surplus. The failure to advance this study has already led to the need to make \$15 million in major emergency rehabilitation work at Emsworth necessary and could result in a similar, otherwise unnecessary, requirement for Dashiels and Montgomery in the future.



**CONGRESSMAN MIKE DOYLE SMARTLOCK APPROPRIATIONS REQUEST FORM**

**Port of Pittsburgh Commission (PPC) Funding Request  
FY06 –SmartLock Implementation Project.**

**Recipient of Funds:**

US Army Corps of Engineers  
Colonel Stephen Hill, Commander  
District Engineer  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

**Organization Making Request:**

The Port of Pittsburgh Commission  
James R. McCarville, PPC Executive Director  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

**County of Organization requesting funding:** The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

**Project Summary:** The PPC and Carnegie Mellon University developed proprietary navigation system software owned by PPC to navigate through locks in limited visibility, similar to what an “Instrumented Landing System” does for airlines only with more precision. Currently, the waterway system loses about 11 days per year to fog. The Ohio River System moves over 330 million tons of cargo a year and this cargo is subject to a time loss due to fog about 3% of the time. The successful completion of this project will add about 3% or 10 million tons of cargo capacity a year to the inland waterway transportation system. It will also reduce accidents in the lock chamber reducing time spent for investigations as well as repairs.

**Potential Appropriations Bill:** Energy and Water

**Account, Department or Agency within Appropriations Bill:** US Army Corps of Engineers – Operations and Maintenance

**Amount requested/total project cost FY06:** \$1,200,000 (\$40,000 per Lock for 30 Locks)

**Amount in President’s Budget FY06:** \$0

**Amount approved in FY05:** \$0

The project would be expanded to balance the inland river system in subsequent years. About 92% will be contractor cost for installation of hardware and software and 8% for USACE oversight of the project.

**Previous federal funding and other funding sources:**

**There is no previous funding for**

The towing industry will be responsible for covering all boat side costs, estimated at about \$15,000 per towboat and no federal appropriation will be necessary.

## CONGRESSWOMEN MELISSA HART FUNDING REQUEST FORM

### **Port of Pittsburgh Commission (PPC) Funding Request - FY 06 –Emsworth Dam Rehabilitation**

#### **1. Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Contact Information: Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

#### **1A. Organization Making the Request:**

Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Contact Information: James R. McCarville, PPC Executive Director  
Tel. 412-201-7335, Fax 412-201-7337 or [jim@port.pittsburgh.pa.us](mailto:jim@port.pittsburgh.pa.us)

#### **2. USACE Description:**

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### **2B. PPC Description:**

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

#### **3. Description of Emsworth Rehabilitation Project:**

Emsworth Locks and Dams are located on the Ohio River immediately downstream of the City of Pittsburgh. The main channel dam and locks are located at river mile 6.2 and the back channel dam is located at river mile 6.4. The Emsworth locks consist of a 110-ft wide by 600-ft long main chamber and 56 feet wide by 360 feet long auxiliary chamber. The structural components of the project are the oldest of any project on the Ohio River, dating back to 1919 to 1922 when Emsworth was constructed.

The Emsworth Dams are presently in an exigent situation. Prior to temporary, emergency repairs to the erosion protection downstream of the dams, there were 10-foot deep scour holes and 65 percent of the erosion protection was in a failed state. The temporary repair of the erosion protection was completed in January 2005 by infilling the scour hole with stone. Due to the temporary nature of the repair, soundings are required on an annual basis and following major flood events until a permanent repair is in place. Due to the extreme corroded state of the dam gates, failure of anyone of the thirteen lift gates would most likely cause a portion of the stilling basin to fail and possibly undermine the dam. There is presently a 74 percent likelihood of failure of one of the dam gates. The systems are proven to be unreliable due to multiple failures within the past four years. Both sets of the emergency bulkheads are in a red tag status for use where people will be working behind them. The nature of the deterioration is uninspectable corrosion and thinning of piles of connected plates and shapes. A failure of a connection would be rapid in

comparison with USACE's ability to give ample warning time (with the use of instrumentation) to works protected by the bulkheads, creating a plausible loss of life scenario.

**4.Amount Requested/Total Project Cost FY06: \$15 M**

**Amount in President Budget: \$15 M**

**Amount approved in FY05: \$0**

A major Rehabilitation Evaluation Report for the Dams recommending a \$78 million project was approved in 2002. The dam gates, gate hoisting machinery, electrical power and distribution system, emergency bulkheads and a permanent scour protection system will be replaced with construction general funding beginning in 2005 and completed in 2010. Temporary emergency repairs to the emergency bulkheads and scour protection were initiated in 2004 with operations and maintenance funding and will be complete in 2005. The construction would come from the USACE – Construction General (Dam Safety) Account.

**5. Are any other funding sources contributing to this project or activity? (If so, include information on the amount of funds, the years received, and the name of the Federal agency and program providing the funding.)**

Because this is funded from the USACE construction general fund, 50% of the cost will be provided by the inland waterway user fee, which currently carries a supply of \$350,000,000 unspent surplus. In FY05, the USACE was awarded a contract for \$517,000 for the Operation and Maintenance Fund and they were also awarded \$5,000 (Wedge Fund) for Construction General, which allows this to be a continuing project.

**6. Other Federal Funding Provided to the PPC:** In the past the PPC has received grants from the US Maritime Administration and from the US DOT's Borders and Corridors Program and Ferryboat Program.

**7. Have you requested these funds with any other Member of Congress (U.S. House or Senate)? If so, who?** Yes, with Senator Santorum, Senator Specter, Congressman Mike Doyle, Murtha and Tim Murphy.

**8. What is the national significance of the project and what specific federal responsibilities do the funding of this project or activity further? Also is this project unique to the community or region?**

Emsworth Locks and Dam processed 20 million tons, or 10.4 billion ton-miles, of waterborn commerce in 2003. Coal was the principal commodity at Emsworth. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and from mines to coking facilities above Emsworth. Construction companies use the project to move materials like stone sand and gravel and cement into the Pittsburgh area. These and other shippers that rely on Emsworth realized transportation cost savings of 130 million in 2003.

Failure of any of the dam lifts gates could cause a portion of the stilling basin to fail, possibly undermine the dam. Reliability analysis shows that the dam gates have a 74% likelihood of failure. Loss of Emsworth Pool and navigation may occur as a result. Shippers using Emsworth have estimated annual transportation savings of \$130 million. During low flow conditions loss of pools of the Ohio, Monongahela and Allegheny Rivers at the Point of Pittsburgh may occur and all navigation would cease. If the Emsworth pool is lost, two major facilities dependent on river transportation are impacted – the US Steel Clairton Works, the largest coke plant in the US and the Bailey/Enslow Fork Complex owned by Consel Energy, the largest underground coal mine in the US. Disruption in coal supply and transportation would also impact steel plants and coal fired

electric power plants. The impact of the loss of Emsworth pool on the local economy and other electric would be substantial. Approximately 11,700 jobs would be directly at risk due to loss of navigation and disruption to services and material. Lost wages alone would range from \$1.5 M to \$2.2 M per day.

## CONGRESSWOMEN MELISSA HART FUNDING REQUEST FORM

### **Port of Pittsburgh Commission (PPC) Funding Request - FY 06 –Lower Monongahela Improvement Project for Locks and Dams 2, 3 and 4.**

#### **1.Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Contact Information: Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

#### **1B.Organization Making Request:**

Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Contact Information: James R. McCarville, PPC Executive Director  
Tel. 201-7335, Fax 412-201-7337 or [jim@port.pittsburgh.pa.us](mailto:jim@port.pittsburgh.pa.us).

#### **2A. USACE Description:**

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### **2B. PPC Description:**

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

#### **3. Description of Lower Monongahela Improvement Project for Locks and Dams 2, 3 and 4.**

The Lower Monongahela River Project is located in southwestern Pennsylvania and was authorized for construction by the Water Resources Development Act (WRDA) of 1992 to address the deteriorated condition of navigation facilities along the Lower Monongahela River. Specific concerns are the very real risks of navigation system failure related to the poor structural condition of Dam 2, Locks & Dam 3, and Locks on the Monongahela River. Completion of Braddock Dam, which replaces Dam 2, was completed in 2004. The condition and sustained operability of Locks and Dam 3, and Locks 4 remains a significant concern. Locks and Dam 3 was built in 1907. It is among the oldest structures operating in our land navigation system, and the most structurally deficient navigation facility on the Monongahela River. Under the “two for three” replacement plan, there 97 year old, undersized Locks 4, are to be replaced with larger and modernized lock facilities, and Pools 2, and 3 will be adjusted and regulated as one navigation pool by the new gated Braddock Dam.

**4. Amount requested/total project cost FY06:** \$63.5 M

**Amount in President’s Budget FY06:** \$50.8 M

**Amount Approved in FY05:** \$31 M

**5. Are any other funding sources contributing to this project or activity? (If so, include information on the amount of funds, the years received, and the name of the Federal agency and program providing the funding.)**

The project is cost-shared 50/50 with the Inland Waterways Trust Fund. Total Project Cost is \$750 million. Approximately \$280 million has been expended on this project through FY 2004. During the last four fiscal years, the President's Budget averaged about \$34 million annually for the Lower Mon project. The FY 2005 appropriation was \$35,500,000. At recent funding levels this plan has been forced into a very inefficient and protracted construction schedule, which puts extended demands on the continued use of Locks and Dam 3 and Locks 4. These navigation facilities have already outlived their design life and their respective removal and replacement is critical to keeping the Lower Monongahela River system a reliable and efficient component of the Inland Waterway Navigation System. The longer it takes to complete this project, the greater will become the need for otherwise unnecessary maintenance on L/D 3, which will be removed upon project completion.

**6. Other Federal Funding provided to the PPC:** In the past the PPC has received grants from the US Maritime Administration and from the US DOT's Borders and Corridors Program and ferryboat Program.

**7. Have you requested these funds with any other Member of Congress (U.S. House or Senate)? If so, who?** Yes, with Senator Santorum, Senator Specter, Congressman Mike Doyle, Murtha and Tim Murphy.

**8. What is the national significance of the project and what specific federal responsibilities does the funding of this project or activity further? Also is this project unique to the community or region?**

This strategic reach of the Monongahela River is critical to the export of bituminous coal out of the Northern Appalachian coal-fields of southwestern Pennsylvania and northwestern West Virginia, and for the import of fuels and other bulk commodities into the region. The Lower Monongahela River System links the country's largest metallurgical coke plant and the country's most productive underground Monongahela River System is projected to increase from the actual 22.6 million ton logged in 2000, to between 2.3 and 31. million tons in 2020.

The challenge is to put the Lower Monongahela River Project on an efficient funding schedule, which will require \$63.5 million annually through 2016 and to keep existing L/D 3 and Lock 4 safely operating until they can be removed. The Lower Monongahela River Project has otherwise already slipped its completion date by 15 years (to 2019) resulting in \$1.2 billion in transportation benefits foregone. If the project continues to be funded at a constrained rate and not the efficient level, approximately \$50 M in additional funding will be required to continue safe operation of L/D 3 and Lock 4 just to maintain safe operations during construction.

**CONGRESSWOMEN MELISSA HART FUNDING REQUEST FORM**

**Port of Pittsburgh Commission (PPC) Funding Request - FY 06 –Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams.**

**1A. Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Ave., Room 1828  
Pittsburgh, PA 15222  
Contact Information: Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

**1B. The Organization Making the Request:**

Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Contact Information: James R. McCarville, PPC Executive Director  
Tel. 412-201-7335, Fax 412-201-7337 or [jim@port.pittsburgh.pa.us](mailto:jim@port.pittsburgh.pa.us).

**2A. USACE Description:**

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

**2B. PPC Description:**

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**3. Description of Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams.** Navigation improvement opportunities are being evaluated under the Upper Ohio River, Emsworth, Dashields, and Montgomery Navigation Improvement Study. The study that is scheduled to be completed in 2008 is being delayed due to insufficient funding and so no funding has been recommended in the Administration FY06 Proposal.

**4. Amount requested/total project cost:** \$3,000,000 USACE- General Investigations Account  
**Amount in Presidents Budget:** \$0  
**Amount approved in FY05:** \$500,000

**5. Are any other funding sources contributing to this project or activity? (If so, include information on the amount of funds, the years received and the name of the Federal agency and program providing the funding.)**

No.

**6. Other Federal Funding provided to the PPC:** In the past the PPC has received grants from the US Maritime Administration and from the US DOT's Borders and Corridors Program and ferryboat Program.



**7. Have you requested these funds with any other Member of Congress (U.S. House or Senate)? If so, who?** Yes, Senator Santorum, Senator Specter, and Congressmen Mike Doyle, Murtha, and Tim Murphy.

**8. What is the national significance of the project and what specific federal responsibilities do the funding of this project or activity further? Also is this project unique to the community or region?**

Emsworth Locks and Dam processed 20 million tons, or 10.4 billion ton-miles, of waterborn commerce in 2003. Coal was the principal commodity at Emsworth. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and from mines to coking facilities above Emsworth. Construction companies use the project to move materials like stone sand and gravel and cement into the Pittsburgh area. These and other shippers that rely on Emsworth realized transportation cost savings of 130 million in 2003.

Failure of any of the dam lifts gates could cause a portion of the stilling basin to fail, possibly undermine the dam. Reliability analysis shows that the dam gates have a 74% likelihood of failure. Loss of Emsworth Pool and navigation may occur as a result. Shippers using Emsworth have estimated annual transportation savings of \$130 million. During low flow conditions loss of pools of the Ohio, Monongahela and Allegheny Rivers at the Point of Pittsburgh may occur and all navigation would cease. If the Emsworth pool is lost, two major facilities dependent on river transportation are impacted – the US Steel Clairton Works, the largest coke plant in the US and the Bailey/Enslow Fork Complex owned by Consel Energy, the largest underground coal mine in the US. Disruption in coal supply and transportation would also impact steel plants and coal fired electric power plants. The impact of the loss of Emsworth pool on the local economy and other electric would be substantial. Approximately 11,700 jobs would be directly at risk due to loss of navigation and disruption to services and material. Lost wages alone would range from \$1.5 M to \$2.2 M per day.

Timely completion of the study is critical in order to accomplish a new authorization request in a FY08 WRDA bill and to minimize the need for emergency repairs at Dashields and Montgomery in the future. The condition of these dams is so bad that the USACE has already committed to spend \$78 million in emergency repairs at Emsworth in the next five years. In order to avoid similar expenditures at Dashields and Montgomery it is critical that this study be completed in a timely manner.

**CONGRESSWOMEN MELISSA HART FUNDING REQUEST FORM**

**Port of Pittsburgh Commission (PPC) Funding Request - FY 06 –SmartLock Implementation Project.**

**1A. Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Contact Information: Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103: Fax: 412-644-2811

**1B. Organization Making the Request:**

Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Contact Information: James R. McCarville, PPC Executive Director  
Tel. 412-201-7335, Fax 412-201-7337 or [jim@port.pittsburgh.pa.us](mailto:jim@port.pittsburgh.pa.us).

**2A. USACE Description:** USACE Organization is responsible for the operation maintenance and new construction of locks and dams of the inland waterways systems.

**2B. PPC Description:** The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature Act Number 1992-133.

**3. Description of SmartLock Project:**

The PPC and Carnegie Mellon University developed proprietary navigation system software owned by PPC to navigate through locks in limited visibility, similar to what an “Instrumented Landing System” does for airlines. Currently, the waterway system loses about 11 days per year to fog.

**4. Amount requested/total project cost FY06:** \$1,200,000 (\$40,000 per Lock for 30 Locks)  
**Amount in President’s Budget FY06:** \$0  
**Amount approved in FY05:** \$0

The project would be expanded to balance the inland river system in subsequent years. About 92% will be contractor cost and 8% for USACE oversight of the project.

**5. Are any other funding sources contributing to this project or activity? (If so, include information on the amount of funds, the years received, and the name of the Federal agency and program providing the funding.)** The towing industry will be responsible for covering all boat side costs, estimated at about \$15,000 per towboat and no federal appropriation will be necessary.

**6. Other Federal Funding Provided to the PPC:** In the past PPC has received grants from the US Maritime Administration and from the US DOT's Borders and Corridors Program and FerryBoat Program. This project was developed with the help of the Borders and Corridors Grant.

**7. Have you requested these funds with any other Member of Congress (U.S. House or Senate)? If so, who?** Yes, with Senator Santorum and Specter, Congressmen Mike Doyle, John Murtha and Tim Murphy.

**8. What is the national significance of the project and what specific federal responsibilities do the funding of this project or activity further? Also is this project unique to the community or region?**

The Ohio River moves over 330 million tons of cargo a year. Currently this cargo is subject to a time loss due to fog about 3% of the time. The successful completion of this project will add about 3% or 10 million tons of cargo capacity a year to the inland waterway transportation system.

The project will also reduce accidents in the lock chamber reducing time spent for investigations as well as repairs.

## CONGRESSMAN TIM MURPHY FY06 APPROPRIATIONS REQUEST FORM

### Port of Pittsburgh Commission (PPC) Funding Request FY06 - Emsworth Dam Rehabilitation

#### 1. Recipient of Funds:

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### 1b. Organization Making Request:

The Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219

**2. County of organization requesting funding:** The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

#### 3. USACE'S Contact Person:

Colonel Stephen Hill, Commander  
District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

#### 3b. PPC's Contact Person:

James R. McCarville, PPC Executive Director  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

**4. Project Title:** Emsworth Dam Rehabilitation

**5. Appropriations Section:** Energy and Water Appropriation, Civil Works Program of the Army, Construction General

**6. Amount Requested/Total Project Cost FY06:** \$15 M

**Amount in President Budget:** \$15 M

**Amount approved in FY05:** \$0

#### 7. Description of Project's Legal Authorization and Previous Funding:

A major Rehabilitation Evaluation Report for the Dams recommending a \$78 million project was approved in 2002. The dam gates, gate hoisting machinery, electrical power and distribution system, emergency bulkheads and a permanent scour protection system will be replaced with construction general funding beginning in 2005 and completed in 2010. Temporary emergency repairs to the emergency bulkheads and scour protection were initiated in 2004 with operations

and maintenance funding and will be complete in 2005. The funds would come from the USACE – Construction General (Dam Safety) Account.

Because this is funded from the USACE construction general fund, 50% of the cost will be provided by the inland waterway user fee, which currently carries a surplus of \$350,000,000. In FY05, the USACE was awarded a contract for \$517,000 for the Operation and Maintenance Fund and they were also awarded \$5,000 (Wedge Fund) for Construction General, which allows this to be considered a continuing project.

**8. Has Congressman Murphy made a previous request for this organization? If yes, when?**  
Yes, in FY05

**9. Number of employees at organization:** 6 PPC Employees

**10. Number of jobs this funding will provide:** Approximately 18,300 direct and 61,700 indirect and induced jobs depend upon safe and reliable navigation on the Upper Ohio River in PA.

**11. Is request for an increase to the President's budget? If yes, how much?** No

**12. Is request for bill or report language?** No

**13. Detailed Summary of Request:** Emsworth Locks and Dam processed 20 million tons, or 10.4 billion ton-miles, of waterborne commerce in 2003. Coal is the principal commodity at Emsworth. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and from mines to coking facilities above Emsworth. Construction companies use the project to move materials like stone sand and gravel and cement into the Pittsburgh area. These and other shippers that rely on Emsworth realized transportation cost savings of 130 million in 2003.

The Emsworth Dams are presently in an exigent situation. Prior to temporary, emergency repairs to the erosion protection downstream of the dams, there were 10-foot deep scour holes and 65 percent of the erosion protection was in a failed state. The temporary repair of the erosion protection was completed in January 2005 by infilling the scour hole with stone. Due to the temporary nature of the repair, soundings are required on an annual basis and following major flood events until a permanent repair is in place. Due to the extreme corroded state of the dam gates, failure of any one of the thirteen lift gates would most likely cause a portion of the stilling basin to fail and possibly undermine the dam. There is presently a 74 percent likelihood of failure of one of the dam gates. The systems are proven to be unreliable due to multiple failures within the past four years. Both sets of the emergency bulkheads are in a red tag status for use where people will be working behind them. The nature of the deterioration is uninspectable corrosion and thinning of piles of connected plates and shapes. A failure of a connection would be rapid in comparison with our ability to give ample warning time (with the use of instrumentation) to works protected by the bulkheads, creating a plausible loss of life scenario.

## CONGRESSMAN MURPHY FY06 APPROPRIATIONS REQUEST FORM

### Port of Pittsburgh Commission (PPC) Funding Request FY06 –Lower Monongahela Improvement Project for Locks and Dams 2,3 and 4.

#### 1.Recipient of Funds:

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### 1b. Organization Making Request:

The Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219

**2. County of Organization requesting funding:** The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

#### 3.USACE'S Contact Person:

Colonel Stephen Hill, Commander  
District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

#### 3b.PPC's Organization Contact Person:

James R. McCarville, PPC Executive Director  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

**4. Project Name:** Lower Monongahela Improvement Project for Locks and Dams 2, 3 and

**5. Appropriations Section:** Energy and Water Appropriation, Civil Works Program of the Army, General Construction Account

**6. Amount requested/total project cost FY06:** \$63.5 M

**Amount in President's Budget FY06:** \$50.8 M

**Amount Approved in FY05:** \$31 M

#### 7. Description of Project's Legal Authorization and Previous Funding:

The project is cost-shared 50/50 with the Inland Waterways Trust Fund. Approximately \$280 million has been expended on this project through FY 2004. During the last four fiscal years, the project averaged about \$34 million annually. The FY 2005 appropriation was \$35,500,000. At recent funding levels this plan has been forced into a very inefficient and protracted construction schedule, which puts extended demands on the continued use of Locks and Dam 3 and Locks 4. These navigation facilities have already outlived their design life and their respective removal and replacement is critical to keeping the Lower Monongahela River system a reliable and efficient

component of the Inland Waterway Navigation System. The longer it takes to complete this project, the greater will become the need for otherwise unnecessary maintenance on L/D 3, which will be removed upon project completion.

**8. Has Congressman Murphy made a previous request for this organization? If yes, when?**  
Yes, in FY05.

**9. Number of employees at organization:** 6 PPC Employees

**10. Number of jobs this funding will provide:** According to an independent report, 14,700 direct and 57,000 indirect and induced jobs would be at risk due to loss of navigation and disruption to services and material. Lost wages alone would range from \$1.5M to \$2.2 per day.

This strategic reach of the Monongahela River is critical to the export of bituminous coal out of the Northern Appalachian coal-fields of southwestern Pennsylvania and northwestern West Virginia, and for the import of fuels and other bulk commodities into the region. The Lower Monongahela River System links the country's largest metallurgical coke plant and the country's most productive underground coal mine with the Ohio River and the other ports further south. Traffic through the Lower Monongahela River System is projected to increase from the actual 22.6 million ton logged in 2000, to between 24.3 and 31.4 million tons in 2020.

**11. Is request for an increase to the President's budget? If yes, how much?** Yes, An increase of \$12.7 million.

**12. Is request for bill or report language?** No

**13. Detailed Summary of Request:**

The Lower Monongahela River Project is located in southwestern Pennsylvania and was authorized for construction by the Water Resources Development Act (WRDA) of 1992 to address the deteriorated condition of navigation facilities along the Lower Monongahela River. Specific concerns are the very real risks of navigation system failure related to the poor structural condition of Dam 2, Locks & Dam 3, and Locks on the Monongahela River. Completion of Braddock Dam, which replaces Dam 2, was completed in 2004. The condition and sustained operability of Locks and Dam 3, and Locks 4 remains a significant concern. Locks and Dam 3 was built in 1907. It is among the oldest structures operating in our land navigation system, and the most structurally deficient navigation facility on the Monongahela River. Under the "two for three" replacement plan, the 97 year old, undersized Locks 4, are to be replaced with larger and modernized lock facilities, and Pools 2, and 3 will be adjusted and regulated as one navigation pool by the new gated Braddock Dam.

The challenge is to put the Lower Monongahela River Project on an efficient funding schedule, which will require \$63.5 million annually through 2016 and to keep existing L/D 3 and Lock 4 safely operating until they can be removed. The Lower Monongahela River Project has slipped from being a 10-year project to being a 25+-year project resulting in \$1.2 billion in transportation benefits foregone. Unless a more aggressive schedule is approved, we will find it necessary to spend 50 million or more to maintain facilities that will be removed at the end of this project and should have already been removed by now.

## CONGRESSMAN TIM MURPHY FY06 APPROPRIATIONS REQUEST FORM

### Port of Pittsburgh Commission (PPC) Funding Request FY06 –Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams

#### 1. Recipient of Funds:

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### 1b. Organization Making Request:

The Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219

#### 2. County of Organization requesting funding:

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

#### 3. USACE'S Contact Person:

Colonel Stephen Hill, Commander  
District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

#### 3b. PPC's Organization Contact Person:

James R. McCarville  
PPC Executive Director  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

#### 4. Project Title: Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams

5. Appropriations Section: Energy and Water Appropriations, Civil Works Program of the Army, General Investigations Account

6. Amount requested/total project cost: \$3,000,000 USACE- General Investigations Account

Amount in Presidents Budget: \$0

Amount approved in FY05: \$500,000

#### 7. Description of Project's Legal Authorization and Previous Funding:

The Upper Ohio River Locks and Dams of Emsworth, Dashields, and Montgomery (EDM) are 70-80 years old. An authorization study to replace them started last year with an appropriation of \$500,000, but no funds were included in the President's budget this year. The study requires \$3 million in FY06 to continue those studies. One half the amount is funded through inland waterway user fees, which have accumulated a \$350,000,000 unspent surplus. The failure to



advance this study has already led to the need to make \$15 million in major emergency rehabilitation work at Emsworth necessary and could result in a similar, otherwise unnecessary, requirement for Dashields and Montgomery in the future.

**8. Has Congressman Murphy made a previous request for this organization? If yes, when?**  
Yes, FY05

**9. Number of employees at organization:** 6 PPC Employees

**10. Number of jobs this funding will provide:** According to an independent study, 18,300 direct and 61,700 indirect and induced jobs depend upon the safety and reliable navigation on the Upper Ohio River.

**11. Is request for an increase to the President's budget? If yes, how much?** Yes, an increase of \$3,000,000.

**12. Is request for bill or report language?** No

**13. Detailed Summary of Request:** The Upper Ohio River Locks and Dams at Emsworth, Dashields, and Montgomery (EDM) in PA move 20-30 million tons of goods a year. Coal is the principal commodity on the Upper Ohio River System. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and from mines to coking facilities. Construction companies use the project to move materials like stone sand and gravel and cement into the Pittsburgh area. These and other shippers that rely on Emsworth realized transportation cost savings of \$130 million in 2003.

If any of these pools were lost, major facilities dependent on river transportation are impacted – the US Steel Clairton Works, the largest coke plant in the US and the Bailey/Enslow Fork Complex owned by Consel Energy, the largest underground coal mine in the US-- and all of the international business done on the rivers by the Port of Pittsburgh.

Timely completion of the study is critical in order to accomplish a new authorization request in a FY08 WRDA bill and to minimize the need for emergency repairs at Dashields and Montgomery in the future. The condition of these dams is so bad that the USACE has already committed to spend \$78 million in emergency repairs at Emsworth in the next five years. In order to avoid similar expenditures at Dashields and Montgomery it is critical that this study be completed in a timely manner.

Navigation improvement opportunities are being evaluated under the Upper Ohio River, Emsworth, Dashields, and Montgomery Navigation Improvement Study. The study that is scheduled to be completed in 2008 is being delayed due to insufficient funding and so no funding has been recommended in the Administration FY06 Proposal.

## CONGRESSMAN TIM MURPHY FY06 APPROPRIATIONS REQUEST FORM

### Port of Pittsburgh Commission (PPC) Funding Request FY06 SmartLock Implementation Project.

#### 1. Recipient of Funds:

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### 1b. Organization Making Request:

The Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219

**2. County of Organization requesting funding:** The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

#### 3. USACE'S Contact Person:

Colonel Stephen Hill, Commander  
District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

#### 3b. PPC's Organization Contact Person:

James R. McCarville, PPC Executive Director  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

**4. Appropriations Section:** Energy and Water, US Army Corps of Engineers – Operations and Maintenance

**5. Amount requested/total project cost FY06:** \$1,200,000 (\$40,000 per Lock for 30 Locks)

**Amount in President's Budget FY06:** \$0

**Amount approved in FY05:** \$0

The project would be expanded to balance the inland river system in subsequent years. About 92% will be contractor cost for installation of hardware and software and 8% for USACE oversight of the project.

#### 6. Description of Project's Legal Authorization and previous funding:

The towing industry will be responsible for covering all boat side costs, estimated at about \$15,000 per towboat and no federal appropriation will be necessary.

**7. Has Congressman Murphy made a previous request for this organization? If yes, when?**  
Yes, in FY05

**8. Number of employees at organization:** 6 PPC Employees

**9. Number of jobs this funding will provide:** A 3% increase in system capacity would add about 8,000 jobs in the eleven county district of southwestern PA. Since we handle about 1/6<sup>th</sup> of the Ohio River system traffic, we estimate that 50,000 jobs would result from added capacity in PA, OH, WV, KY, IN and IL.

**10. Is a request for an increase to the President's budget? If yes, how much?** Yes, an increase of \$1,200,000. There is not a President's budget.

**11. Is request for bill or report language?** No

**12. Detailed Summary of Request:**

The PPC and Carnegie Mellon University developed proprietary navigation system software owned by PPC to navigate through locks in limited visibility, similar to what an "Instrumented Landing System" does for airlines only with more precision. Currently, the waterway system loses about 11 days per year to fog. The Ohio River System moves over 330 million tons of cargo a year and this cargo is subject to a time loss due to fog about 3% of the time. The successful completion of this project will add about 3% or 10 million tons of cargo capacity a year to the inland waterway transportation system. It will also reduce accidents in the lock chamber reducing time spent for investigations as well as repairs.

## CONGRESSMAN MURTHA FY06 APPROPRIATIONS REQUEST FORM

### Port of Pittsburgh Commission (PPC) Funding Request FY06 - Emsworth Dam Rehabilitation

#### Recipient of Funds:

US Army Corps of Engineers  
Colonel Stephen Hill, Commander  
District Engineer  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Tel: 412-395-7103; Fax: 412-644-2811

#### Organization Making Request:

The Port of Pittsburgh Commission  
James R. McCarville, PPC Executive Director  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

#### USACE Description:

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### PPC Description:

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

**County of Organization Requesting Funding:** Allegheny County

**Appropriations Section:** Civil Works Program of the Army, Construction General

**Job Impacts:** Approximately 18,300 direct and 61,700 indirect and induced jobs depend upon safe and reliable navigation on the Upper Ohio River in PA.

**Amount Requested in FY06:** \$15,000,000

**Amount in President's Budget in FY06:** \$15,000,000

**Amount Approved in FY05:** \$0

#### Funding History:

A major Rehabilitation Evaluation Report for the Dams recommending a \$78 million project was approved in 2002. The dam gates, gate hoisting machinery, electrical power and distribution system, emergency bulkheads and a permanent scour protection system will be replaced with construction general funding beginning in 2005 and completed in 2010. Temporary emergency repairs to the emergency bulkheads and scour protection were initiated in 2004 with operations and maintenance funding and will be completed in 2005. The funds would come from the USACE – Construction General (Dam Safety) Account.

Because this is funded from the USACE construction general fund, 50% of the cost will be provided by the inland waterway user fee, which currently carries a surplus of \$350,000,000. In FY05, the USACE was awarded a contract for \$517,000 for the Operation and Maintenance Fund and they were also awarded \$5,000 (Wedge Funds) for Construction General, which allows this to be considered a continuing project.

**Description of Emsworth Rehabilitation Project:**

Emsworth Locks and Dams are located on the Ohio River immediately downstream of the City of Pittsburgh. The main channel dam and locks are located at river mile 6.2 and the back channel dam is located at river mile 6.4. The Emsworth locks consist of a 110-ft wide by 600-ft long main chamber and 56 feet wide by 360 feet long auxiliary chamber. The structural components of the project are the oldest of any project on the Ohio River, dating back to 1919 to 1922 when Emsworth was constructed.

The Emsworth Dams are presently in an exigent situation. Prior to temporary, emergency repairs to the erosion protection downstream of the dams, there were 10-foot deep scour holes and 65 percent of the erosion protection was in a failed state. The temporary repair of the erosion protection was completed in January 2005 by infilling the scour hole with stone. Due to the temporary nature of the repair, soundings are required on an annual basis and following major flood events until a permanent repair is in place. Due to the extreme corroded state of the dam gates, failure of anyone of the thirteen lift gates would most likely cause a portion of the stilling basin to fail and possibly undermine the dam. There is presently a 74 percent likelihood of failure of one of the dam gates. The systems are proven to be unreliable due to multiple failures within the past four years. Both sets of the emergency bulkheads are in a red tag status for use where people will be working behind them. The nature of the deterioration is uninspectable corrosion and thinning of piles of connected plates and shapes. A failure of a connection would be rapid in comparison with USACE's ability to give ample warning time (with the use of instrumentation) to works protected by the bulkheads, creating a plausible loss of life scenario.

## CONGRESSMAN MURTHA FY06 APPROPRIATIONS REQUEST FORM

### **Port of Pittsburgh Commission (PPC) Funding Request FY06 - Lower Monongahela Improvement Project for Locks and Dams 2, 3 and 4.**

#### **Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Contact Information: Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

#### **Organization Making Request:**

The Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219 J  
Contact Information: James R. McCarville, PPC Executive Director  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

#### **USACE Description:**

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### **PPC Description:**

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

**Counties Organization requesting funding:** Allegheny, Washington and Westmoreland counties in southwestern Pennsylvania.

**Appropriations Section:** Civil Works Program of the Army, General Construction Account

**Jobs Impacted:** According to an independent report, 14,700 direct and 57,000 indirect and induced jobs depend upon safe and reliable navigation on the Monongahela River. Lost wages alone would range from \$1.5 M to 2.2 per day.

This strategic reach of the Monongahela River is critical to the export of bituminous coal out of the Northern Appalachian coal-fields of southwestern Pennsylvania and northwestern West Virginia, and for the import of fuels and other bulk commodities into the region. The Lower Monongahela River System links the country's largest metallurgical coke plant and the country's most productive underground coal mine with the Ohio River and the other ports further south. Traffic through the Lower Monongahela River System is projected to increase from the actual 22.6 million ton logged in 2000, to between 24.3 and 31.4 million tons in 2020.

**Amount Requested/Total Project Cost FY06:** \$63.5 M

**Amount in President's Budget FY06:** \$50.8 M

**Amount approved inFY05:** \$31 M

**Funding History:**

The project is cost-shared 50/50 with the Inland Waterways Trust Fund. Approximately \$280 million has been expended on this project through FY 2004. During the last four fiscal years, the President's Budget averaged about \$34 million annually for the Lower Mon project. The FY 2005 appropriation was \$35,500,000. At recent funding levels this plan has been forced into a very inefficient and protracted construction schedule, which puts extended demands on the continued use of Locks and Dam 3 and Locks 4. These navigation facilities have already outlived their design life and their respective removal and replacement is critical to keeping the Lower Monongahela River system a reliable and efficient component of the Inland Waterway Navigation System. The longer it takes to complete this project, the greater will become the need for otherwise unnecessary maintenance on L/D 3, which will be removed upon project completion.

**Description of Lower Monongahela Improvement Project for Locks and Dam 2, 3 and 4:**

The Lower Monongahela River Project is located in southwestern Pennsylvania and was authorized for construction by the Water Resources Development Act (WRDA) of 1992 to address the deteriorated condition of navigation facilities along the Lower Monongahela River. Specific concerns are the very real risks of navigation system failure related to the poor structural condition of Dam 2, Locks & Dam 3, and Locks on the Monongahela River. Completion of Braddock Dam, which replaces Dam 2, was completed in 2004. The condition and sustained operability of Locks and Dam 3, and Locks 4 remains a significant concern. Locks and Dam 3 was built in 1907. It is among the oldest structures operating in our land navigation system, and the most structurally deficient navigation facility on the Monongahela River. Under the "two for three" replacement plan, the 97 year old, undersized Locks 4, are to be replaced with larger and modernized lock facilities, and Pools 2, and 3 will be adjusted and regulated as one navigation pool by the new gated Braddock Dam.

The challenge is to put the Lower Monongahela River Project on an efficient funding schedule, which will require \$63.5 million annually through 2016 and to keep existing L/D 3 and Lock 4 safely operating until they can be removed. The Lower Monongahela River Project has slipped from being a 10-year project to being a 25+-year project resulting in \$1.2 billion in transportation benefits foregone. Unless a more aggressive schedule is approved, we will find it necessary to spend 50 million or more to maintain facilities that will be removed at the end of this project and should have already been removed by now.

## CONGRESSMAN MURTHA FY06 APPROPRIATIONS REQUEST FORM

### **Port of Pittsburgh Commission (PPC) Funding Request FY06 - Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams**

#### **Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Ave., Room 1828  
Pittsburgh, PA 15222  
Contact Information: Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

#### **Organization Making Request:**

The Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
James R. McCarville, PPC Executive Director  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

#### **USACE Description:**

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

#### **PPC Description:**

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

**County of Organization requesting funding:** Allegheny County, Beaver County

**Appropriations Section:** Civil Works Program of the Army, General Investigations Account

**Job Impacts:** According to an independent study, 18,300 direct and 61,700 indirect and induced jobs depend upon safe and reliable navigation on the Upper Ohio River.

**Amount Requested/total project cost:** \$3,000,000

**Amount in Presidents Budget:** 0

**Amount approved in FY05:** \$500,000

#### **Funding History:**

The Upper Ohio River Locks and Dams of Emsworth, Dashields and Montgomery (EDM) are 70-80 years old. An authorization study to replace them started last year with an appropriation of \$500,000, but no funds were included in the President's budget this year. The study requires \$3.0 million in FY06 to continue those studies. One half of the amount is funded through inland waterway user fees, which have accumulated a \$350,000,000 unspent surplus. The failure to advance this study has already led to the need to make \$15M in major emergency major rehabilitation work at Emsworth necessary and could result in a similar, otherwise unnecessary, requirement for Dashields and Montgomery in the future.



**Description of Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams:**

The Upper Ohio River Locks and Dams at Emsworth, Dashields, and Montgomery (EDM) in PA move 20-30 million tons of goods a year. Coal was the principal commodity at the Upper Ohio River. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and from mines to coking facilities. Construction companies use the project to move materials like stone sand and gravel and cement into the Pittsburgh area. These and other shippers that rely on EDMh realized transportation cost savings of \$130 million in 2003.

If any of these pools were lost, major facilities dependent on river transportation are impacted – the US Steel Clairton Works, the largest coke plant in the US and the Bailey/Enslow Fork Complex owned by Consel Energy, the largest underground coal mine in the US-and all of the international business done on the rivers by the Port of Pittsburgh.

Timely completion of the study is critical in order to accomplish a new authorization request in a FY08 WRDA bill and to minimize the need for emergency repairs at Dashields and Montgomery in the future. The condition of these dams is so bad that the USACE has already committed to spend \$78 million in emergency repairs at Emsworth in the next five years. In order to avoid similar expenditures at Dashields and Montgomery it is critical that this study be completed in a timely manner.

## **CONGRESSMAN MURTHA FY06 APPROPRIATIONS REQUEST FORM**

### **Port of Pittsburgh Commission (PPC) Funding Request FY06 –SmartLock Implementation Project.**

#### **Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Contact Information: Kernel Stephen Hill, USACE, Tel: 412-395-7103

#### **Organization Making Request:**

The Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Contact Information: James R. McCarville, PPC Executive Director  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

**USACE Description:** USACE Organization is responsible for the operation maintenance and new construction of locks and dams of the inland waterways systems.

#### **PPC Description:**

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature under PA 1992-133.

**County of Organization requesting funding:** Allegheny County

**Appropriation Section:** Energy and Water-Operation and Maintenance

**Jobs Impacts:** A 3% increase in system capacity would add about 8,000 jobs in the eleven county district of southwestern PA. Since we handle about 1/6<sup>th</sup> of all Ohio River system traffic, we estimate that 50,000 jobs would result from added capacity in PA, OH, WV, KY IN and IL.

**Amount requested/total project cost FY06:** \$1,200,000 (\$40,000 per Lock for 30 Locks)

**Amount in President's Budget FY06:** \$0

**Amount approved in FY05:** \$0

The project would be expanded to balance the inland river system in subsequent years. About 92% will be contractor cost for installation of hardware and software and 8% for USACE oversight of the project.

**Funding History:** None

#### **Description of SmartLock Implementation Project:**

The PPC and Carnegie Mellon University developed proprietary navigation system software owned by PPC to navigate through locks in limited visibility, similar to what an "Instrumented

Landing System” does for airlines only with more precision. Currently, the waterway system loses about 11 days per year to fog. Since the Ohio River system moves over 330 million tons of cargo a year and since this cargo is subject to a time loss due to fog about 3% of the time, the successful completion of this project will add about 3% or 10 million tons of cargo capacity a year to the inland waterway transportation system. It will also reduce accidents in the lock chamber reducing time spent for investigations as well as repairs.

## **SENATOR SANTORUM FY06 APPROPRIATIONS REQUEST**

**Project Name: Port of Pittsburgh Commission (PPC) Funding Request  
FY 06 –Emsworth Dam Rehabilitation**

**Organization Name (grantee):**

US Army Corps of Engineers

**County:** Allegheny County

**PPC Contact Information:**

James R. McCarville,

PPC Executive Director

425 6<sup>th</sup> Avenue, Room 2990

Pittsburgh, PA 15219

Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**USACE Contact Information:**

Colonel Stephen Hill, Commander

District Engineer

US Army Corps of Engineers

Wm. S. Moorhead Federal Bldg.

1000 Liberty Avenue, Room 1828

Pittsburgh, PA 15222

Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems

**Project Summary:**

Emsworth Locks and Dams are located on the Ohio River immediately downstream of the City of Pittsburgh. The main channel dam and locks are located at river mile 6.2 and the back channel dam is located at river mile 6.4. The Emsworth locks consist of a 110-ft wide by 600-ft long main chamber and 56 feet wide by 360 feet long auxiliary chamber. The structural components of the project are the oldest of any project on the Ohio River, dating back to 1919 to 1922 when Emsworth was constructed.

The Emsworth Dams are presently in an exigent situation. Prior to temporary, emergency repairs to the erosion protection downstream of the dams, there were 10-foot deep scour holes and 65 percent of the erosion protection was in a failed state. The temporary repair of the erosion protection was completed in January 2005 by infilling the scour hole with stone. Due to the temporary nature of the repair, soundings are required on an annual basis and following major flood events until a permanent repair is in place. Due to the extreme corroded state of the dam gates, failure of anyone of the thirteen lift gates would most likely cause a portion of the stilling

basin to fail and possibly undermine the dam. There is presently a 74 percent likelihood of failure of one of the dam gates. The systems are proven to be unreliable due to multiple failures within the past four years. Both sets of the emergency bulkheads are in a red tag status for use where people will be working behind them. The nature of the deterioration is uninspectable corrosion and thinning of piles of connected plates and shapes. A failure of a connection would be rapid in comparison with USACE's instrumentation ability to give ample warning time to works protected by the bulkheads, creating a plausible loss of life scenario.

**Legal Grantee Name and Statement of Purpose:** US Army Corps of Engineers, Pittsburgh, PA, is in need of funding to repair and rehabilitate the Emsworth Dam.

**Appropriation Subcommittee:** Energy and Water

**Federal Agency:** US Army Corps of Engineers

**Account within Agency:** Civil Works Program of the Army, General Construction Account

**Request for FY06:** \$15 M

**Amount in President's Fiscal Year 2006 Budget:** \$15 M

**Federal funding in Fiscal Year 2005:** \$0

A major Rehabilitation Evaluation Report for the Dams recommending a \$78 million project was approved in 2002. The dam gates, gate hoisting machinery, electrical power and distribution system, emergency bulkheads and a permanent scour protection system will be replaced with construction general funding beginning in 2005 and completed in 2010. Temporary emergency repairs to the emergency bulkheads and scour protection were initiated in 2004 with operations and maintenance funding and will be complete in 2005. The funds would come from the USACE – Construction General (Dam Safety) Account.

**Other funding sources:**

Because this is funded from the USACE construction general fund, 50% of the cost will be provided by the inland waterway user fee, which currently carries a surplus of \$350,000,000. In FY05, the USACE was awarded a contract for \$517,000 for the Operation and Maintenance Fund and they were also awarded \$5,000 (Wedge Fund) for Construction General, which allows this to be considered a continuing project.

**Jobs Created:** Approximately 18,300 direct and 61,700 indirect and induced jobs depend upon safe and reliable navigation on the Upper Ohio River in PA.

## SENATOR SANTORUM FY06 APPROPRIATIONS REQUEST

**Project Name: Port of Pittsburgh Commission (PPC) Funding Request  
FY 06 –Lower Monongahela Improvement Project for Locks and Dams 2, 3 and 4.**

**Organization Name (grantee):** US Army Corps of Engineer

**County:** Allegheny County.

**PPC Contact Information:**

James R. McCarville, PPC Executive Director

Port of Pittsburgh Commission

425 6<sup>th</sup> Avenue, Room 2990

Pittsburgh, PA 15219

Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**USACE Contact Information:**

Colonel Stephen Hill, Commander

District Engineer

US Army Corps of Engineers

Wm. S. Moorhead Federal Bldg.

1000 Liberty Avenue, Room 1828

Pittsburgh, PA 15222

Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems

**Project Summary:** The Lower Monongahela River Project is located in southwestern Pennsylvania and was authorized for construction by the Water Resources Development Act (WRDA) of 1992 to address the deteriorated condition of navigation facilities along the Lower Monongahela River. Specific concerns are the very real risks of navigation system failure related to the poor structural condition of Dam 2, Locks & Dam 3, and Locks on the Monongahela River. Completion of Braddock Dam, which replaces Dam 2, was completed in 2004. The condition and sustained operability of Locks and Dam 3, and Locks 4 remains a significant concern. Locks and Dam 3 were built in 1907. It is among the oldest structures operating in our land navigation system, and the most structurally deficient navigation facility on the Monongahela River. Under the “two for three” replacement plan, the 97 year old, undersized Locks 4, are to be replaced with larger and modernized lock facilities, and Pools 2, and 3 will be adjusted and regulated as one navigation pool by the new gated Braddock Dam.

The challenge is to put the Lower Monongahela River Project on an efficient funding schedule, which will require \$63.5 million annually through 2016 and to keep existing L/D 3 and Lock 4 safely operating until they can be removed. The Lower Monongahela River Project has slipped

from being a 10-year project to being a 25+-year project resulting in \$1.2 billion in transportation benefits foregone. Unless a more aggressive schedule is approved, we will find it necessary to spend \$50 million or more to maintain facilities that will be removed at the end of this project and should have already been removed by now.

**Legal Grantee Name and Statement of Purpose:** US Army Corps of Engineers, Pittsburgh, PA. To continue the improvement project of repairing locks and dams 2, 3 and 4 with a completion date of 2020.

**Appropriation Subcommittee:** Energy and Water

**Federal Agency:** US Army Corps of Engineers

**Account within Agency:** Civil Works Program of the Army, General Construction Account

**Request for FY06:** \$63,500,000

**Amount in President's Fiscal Year 2006 Budget:** \$50,800,000

**Federal funding in Fiscal Year 2005:** \$31,000,000

**Federal funding previous to Fiscal Year 2005:** \$37,500,000 in FY04

**Other Funding Sources:** The project is cost-shared 50/50 with the Inland Waterways Trust Fund. Approximately \$280 million has been expended on this project through FY 2004. During the last four fiscal years, the project averaged about \$34 million annually. The FY 2005 appropriation was \$35,500,000. At recent funding levels this plan has been forced into a very inefficient and protracted construction schedule, which puts extended demands on the continued use of Locks and Dam 3 and Locks 4. These navigation facilities have already outlived their design life and their respective removal and replacement is critical to keeping the Lower Monongahela River system a reliable and efficient component of the Inland Waterway Navigation System. The longer it takes to complete this project, the greater will become the need for otherwise unnecessary maintenance on L/D 3, which will be removed upon project completion

**Jobs Created:** According to an independent report, 14,700 direct and 57,000 indirect and induced jobs would be at risk due to loss of navigation and disruption to services and material. Lost wages alone would range from \$1.5M to \$2.2 per day.

This strategic reach of the Monongahela River is critical to the export of bituminous coal out of the Northern Appalachian coal-fields of southwestern Pennsylvania and northwestern West Virginia, and for the import of fuels and other bulk commodities into the region. The Lower Monongahela River System links the country's largest metallurgical coke plant and the country's most productive underground coal mine with the Ohio River and the other ports further south. Traffic through the Lower Monongahela River System is projected to increase from the actual 22.6 million ton logged in 2000, to between 24.3 and 31.4 million tons in 2020.

## SENATOR SANTORUM FY06 APPROPRIATIONS REQUEST

**Project Name: Port of Pittsburgh Commission (PPC) Funding Request  
FY 06 –Upper Ohio Navigation Study for Emsworth and Montgomery Locks and Dams**

**Organization Name (grantee):** US Army Corps of Engineers

**County:** Allegheny County and Beaver County

**PPC's Contact Information:**

James R. McCarville, PPC Executive Director

Port of Pittsburgh Commission

425 6<sup>th</sup> Avenue, Room 2990

Pittsburgh, PA 15219

Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**USACE Contact Information:**

Colonel Stephen Hill, Commander

District Engineer

US Army Corps of Engineers

Wm. S. Moorhead Federal Bldg.

1000 Liberty Avenue, Room 1828

Pittsburgh, PA 15222

Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems

**Project Summary:** The Upper Ohio River Locks and Dams at Emsworth, Dashields, and Montgomery (EDM) in PA move 20-30 million tons of goods a year. Coal is the principal commodity on the Upper Ohio River System. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and from mines to coking facilities. Construction companies use the project to move materials like stone sand and gravel and cement into the Pittsburgh area. These and other shippers that rely on Emsworth realized transportation cost savings of \$130 million in 2003.

If any of these pools were lost, major facilities dependent on river transportation are impacted – the US Steel Clairton Works, the largest coke plant in the US and the Bailey/Enslow Fork Complex owned by Consel Energy, the largest underground coal mine in the US-- and all of the international business done on the rivers by the Port of Pittsburgh.

Timely completion of the study is critical in order to accomplish a new authorization request in a FY08 WRDA bill and to minimize the need for emergency repairs at Dashields and Montgomery in the future. The condition of these dams is so bad that the USACE has already committed to



spend \$78 million in emergency repairs at Emsworth in the next five years. In order to avoid similar expenditures at Dashields and Montgomery it is critical that this study be completed in a timely manner.

Navigation improvement opportunities are being evaluated under the Upper Ohio River, Emsworth, Dashields, and Montgomery Navigation Improvement Study. The study that is scheduled to be complete in 2008 is being delayed due to insufficient funding and so no funding has been recommended in the Administration FY06 Proposal.

**Legal Grantee Name and Statement of Purpose:** US Army Corps of Engineers, Pittsburgh, PA. To study the most cost effective way to address the problem of rebuilding the locks and dams.

**Appropriation Subcommittee:** Energy and Water

**Federal Agency:** US Army Corps of Engineers

**Account within Agency:** Civil Works Program of the Army, General Construction Account

**Request for FY06:** \$3 M

**Amount in President's Fiscal Year 2006 Budget:** \$0 M

**Federal funding in Fiscal Year 2005:** \$500,000

**Federal funding previous to Fiscal Year 2005:**

**Other Funding Sources (state, private, etc.):**

The Upper Ohio River Locks and Dams of Emsworth, Dashields, and Montgomery (EDM) are 70-80 years old. An authorization study to replace them started last year with an appropriation of \$500,000, but no funds were included in the President's budget this year. The study requires \$3 million in FY06 to continue those studies. One half the amount is funded through inland waterway user fees, which have accumulated a \$350,000,000 unspent surplus. The failure to advance this study has already led to the need to make \$15 million in major emergency rehabilitation work at Emsworth necessary and could result in a similar, otherwise unnecessary, requirement for Dashields and Montgomery in the future.

**Jobs created:**

According to an independent study, 18,300 direct and 61,700 indirect and induced jobs depend upon the safety and reliable navigation on the Upper Ohio River.

## SENATOR SANTORUM FY06 APPROPRIATIONS REQUEST

**Project Name: Port of Pittsburgh Commission (PPC) Funding Request  
FY 06 –SmartLock Implementation Project**

**Organization Name (grantee):** US Army Corps of Engineers

**Congressional Districts where project is located:** PA:4,14,18 WV:1,2 OH:2,6 KY:1,2,3,4  
IN:8,9 IL:12, 19

**PPC’s Contact Information:**

James R. McCarville, PPC Executive Director  
Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219  
Telephone: 412-201-7335; Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**USACE Contact Information:**

Colonel Stephen Hill, Commander  
District Engineer  
US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems

**Project Summary:**

The PPC and Carnegie Mellon University developed proprietary navigation system software, owned by PPC, to navigate through locks in limited visibility, similar to what an “Instrumented Landing System” does for airlines only with more precision. Currently, the waterway system loses about 11 days per year to fog. The Ohio River System moves over 330 million tons of cargo a year and this cargo is subject to a time loss due to fog about 3% of the time. The successful completion of this project will therefore add about 3% or 10 million tons of cargo capacity a year to the inland waterway transportation system. It will also reduce accidents in the lock chamber reducing time spent for investigations as well as repairs.

**Legal Grantee Name, City, and State, and Statement of Purpose:** US Army Corps of Engineers, Pittsburgh, PA. The successful completion of this project will add about 3% or 10 million tons of cargo capacity a year to the inland waterway transportation system.

**Appropriation Subcommittee:** Energy and Water

**Federal Agency:** US Army Corps of Engineers

**Account within Agency:** Operations and Maintenance

**Amount requested/total project cost FY06:** \$1,200,000 (\$40,000 per Lock for 30 Locks)

**Amount in President's Budget FY06:** \$0

**Amount approved in FY05:** \$0

**Other Funding Sources:** The towing industry will be responsible for covering all boat side costs, estimated at about \$15,000 per towboat and no federal appropriation will be necessary.

**Jobs Created:** A 3% increase in system capacity would correspond to adding about 8,000 jobs in the eleven county district of southwestern PA. Since we handle about 1/6<sup>th</sup> of the Ohio River system traffic, we estimate that six times that number, or 48,000 jobs would result from added capacity in PA, OH, WV, KY, IN and IL.

**SENATOR SPECTER FY06 APPROPRIATIONS REQUEST**

**Port of Pittsburgh Commission (PPC) Funding Request  
FY 06 –Emsworth Dam Rehabilitation**

**1. Organization Name:**

Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219

**Contact Information:** James R. McCarville, PPC Executive Director; Telephone: 412-201-7335;  
Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**1b. Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222

**Contact Information:** Colonel Stephen Hill, Commander  
District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

**2. Washington representative contact information in any:**

**3. County and city where project is located:** Allegheny County, Pittsburgh

**4. Appropriation Bill/Subcommittee:** Energy and Water

**5. Department or Agency:** US Army Corps of Engineers

**6. Account within Agency:** Civil Works Program of the Army, General Construction Account

**7. Amount Requested/Total Project Cost FY06:** \$15 M

**Amount in President Budget:** \$15 M

**Amount approved in FY05:** \$0

**8. Is request for bill or report language?** No

**9. Summary of Request:**

Emsworth Locks and Dams are located on the Ohio River immediately downstream of the City of Pittsburgh. The main channel dam and locks are located at river mile 6.2 and the back channel dam is located at river mile 6.4. The Emsworth locks consist of a 110-ft wide by 600-ft long main chamber and 56 feet wide by 360 feet long auxiliary chamber. The structural components of the project are the oldest of any project on the Ohio River, dating back to 1919 to 1922 when Emsworth was constructed.

The Emsworth Dams are presently in an exigent situation. Prior to temporary, emergency repairs to the erosion protection downstream of the dams, there were 10-foot deep scour holes and 65 percent of the erosion protection was in a failed state. The temporary repair of the erosion protection was completed in January 2005 by infilling the scour hole with stone. Due to the temporary nature of the repair, soundings are required on an annual basis and following major flood events until a permanent repair is in place. Due to the extreme corroded state of the dam gates, failure of anyone of the thirteen lift gates would most likely cause a portion of the stilling basin to fail and possibly undermine the dam. There is presently a 74 percent likelihood of failure of one of the dam gates. The systems are proven to be unreliable due to multiple failures within the past four years. Both sets of the emergency bulkheads are in a red tag status for use where people will be working behind them. The nature of the deterioration is uninspectable corrosion and thinning of piles of connected plates and shapes. A failure of a connection would be rapid in comparison with USACE's instrumentation ability to give ample warning time to works protected by the bulkheads, creating a plausible loss of life scenario.

**10. Number of employees at organization:** 6 PPC Employees

**11. Approximately number of jobs this funding will provide, if any:** Approximately 18,300 direct and 61,700 indirect and induced jobs depend upon safe and reliable navigation on the Upper Ohio River in PA.

**SENATOR SPECTER FY06 APPROPRIATIONS REQUEST**

**Port of Pittsburgh Commission (PPC) Funding Request  
FY 06 –Lower Monongahela Improvement Project for Locks and Dams 2, 3 and 4.**

**1. Organization Name:**

Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219

**Contact Information:** James R. McCarville, PPC Executive Director; Telephone: 412-201-7335;  
Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**1b. Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222

**Contact person:** Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

**2. Washington representative contact information if any:**

**3. County and City where project is located:** Allegheny, Washington, and Westmoreland Counties.

**4. Appropriation Subcommittee:** Energy and Water

**5. Department or Agency:** US Army Corps of Engineers

**6. Account within Agency:** Civil Works Program of the Army, General Construction Account

**7. Amount requested/total project cost FY06:** \$63.5 M

**Amount in President's Budget FY06:** \$50.8 M

**Amount Approved in FY05:** \$31 M

**8. Is request for bill or report language?** No

**9. Project Summary:** The Lower Monongahela River Project is located in southwestern Pennsylvania and was authorized for construction by the Water Resources Development Act (WRDA) of 1992 to address the deteriorated condition of navigation facilities along the Lower Monongahela River. Specific concerns are the very real risks of navigation system failure related to the poor structural condition of Dam 2, Locks & Dam 3, and Locks on the Monongahela River. Completion of Braddock Dam, which replaces Dam 2, was completed in 2004. The condition and sustained operability of Locks and Dam 3, and Locks 4 remains a significant concern. Locks and Dam 3 were built in 1907. It is among the oldest structures operating in our land navigation system, and the most structurally deficient navigation facility on the Monongahela River. Under the “two for three” replacement plan, the 97 year old, undersized Locks 4, are to be replaced with larger and modernized lock facilities, and Pools 2, and 3 will be adjusted and regulated as one navigation pool by the new gated Braddock Dam.

The challenge is to put the Lower Monongahela River Project on an efficient funding schedule, which will require \$63.5 million annually through 2016 and to keep existing L/D 3 and Lock 4 safely operating until they can be removed. The Lower Monongahela River Project has slipped from being a 10-year project to being a 25+-year project resulting in \$1.2 billion in transportation benefits foregone. Unless a more aggressive schedule is approved, we will find it necessary to spend 50 million or more to maintain facilities that will be removed at the end of this project and should have already been removed by now.

**10. Number of employees at organization:** 6 PPC Employees

**11. Approximately number of jobs this funding will provide, if any:** According to an independent report, 14,700 direct and 57,000 indirect and induced jobs would be at risk due to loss of navigation and disruption to services and material. Lost wages alone would range from \$1.5M to \$2.2 per day.

This strategic reach of the Monongahela River is critical to the export of bituminous coal out of the Northern Appalachian coal-fields of southwestern Pennsylvania and northwestern West Virginia, and for the import of fuels and other bulk commodities into the region. The Lower Monongahela River System links the country’s largest metallurgical coke plant and the country’s most productive underground coal mine with the Ohio River and the other ports further south. Traffic through the Lower Monongahela River System is projected to increase from the actual 22.6 million ton logged in 2000, to between 24.3 and 31.4 million tons in 2020.

**SENATOR SPECTER FY06 APPROPRIATIONS REQUEST**

**Port of Pittsburgh Commission (PPC) Funding Request  
FY 06 –SmartLock Implementation Project.**

**1. Organization Name:**

Port of Pittsburgh Commission  
425 6<sup>th</sup> Avenue, Room 2990  
Pittsburgh, PA 15219

**Contact Information:** James R. McCarville, PPC Executive Director; Telephone: 412-201-7335;  
Fax: 412-201-7337 or jim@port.pittsburgh.pa.us

The PPC is an eleven county agency for the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland to promote the commercial use and development of the inland waterway transportation system and to integrate that system into the economic, environmental, recreational and intermodal future of southwestern Pennsylvania. The PPC was created by Pennsylvania Legislature 1992-133.

**1b. Recipient of Funds:**

US Army Corps of Engineers  
Wm. S. Moorhead Federal Bldg.  
1000 Liberty Avenue, Room 1828  
Pittsburgh, PA 15222

**Contact person:** Colonel Stephen Hill, Commander, District Engineer  
Tel: 412-395-7103; Fax: 412-644-2811

USACE Organization is responsible for the operation maintenance, and new construction of locks and dams of the inland waterways systems.

**2. Washington representative contact information, if any:**

**3. Congressional Districts where project is located:** PA: 4, 14, 18 WV: 1,2 OH: 2,6  
KY: 1,2,3,4 IN: 8,9 IL:12,19

**4. Appropriation Subcommittee:** Energy and Water

**5. Department or agency:** US Army Corps of Engineers

**6. Account within Agency:** US Army Corps of Engineers – Operations and Maintenance

**7. Amount requested/total project cost FY06:** \$1,200,000 (\$40,000 per Lock for 30 Locks)

**Amount in President's Budget FY06:** \$0

**Amount approved in FY05:** \$0

The project would be expanded to balance the inland river system in subsequent years. About 92% will be contractor cost and 8% for USACE oversight of the project.

**8. Is request for bill or report language? If so, please attach:** No



**9. Summary of Request:** The PPC and Carnegie Mellon University developed proprietary navigation system software, owned by PPC, to navigate through locks in limited visibility, similar to what an “Instrumented Landing System” does for airlines only with more precision. Currently, the waterway system loses about 11 days per year to fog. The Ohio River System moves over 330 million tons of cargo a year and this cargo is subject to a time loss due to fog about 3% of the time. The successful completion of this project will therefore add about 3% or 10 million tons of cargo capacity a year to the inland waterway transportation system. It will also reduce accidents in the lock chamber reducing time spent for investigations as well as repairs.

**10. Number of employees at organization:** 6 PPC Employees

**11. Approximately number of jobs this funding will provide, if any:** A 3% increase in system capacity would correspond to adding about 8,000 jobs in the eleven county district of southwestern PA. Since we handle about 1/6<sup>th</sup> of the Ohio River system traffic, we estimate that six times that number, or 48,000 jobs would result from added capacity in PA, OH, WV, KY, IN and IL.