

# BUSINESS

## Cash sought to fix Mon locks

*About \$118 million in federal funds would also enable a study of other repairs needed.*

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Business leaders and a river transportation industry group are seeking \$117.8 million in federal money this year to repair three of the region's worst locks and dams and to study how to fix the rest.

Most of the money — \$70 million — will go toward rehabilitating three locks on the Monongahela River. Workers began fixing the three locks in 1994 and were originally scheduled to be finished by 2004.

Delays in getting the money from the federal government, however, pushed the expected completion date to 2016, and inflated the cost to about \$1 billion, said James McCarville, executive director of the Port of Pittsburgh, during a meeting with the Pittsburgh Tribune-Review editorial board.

The Port of Pittsburgh is the country's second-busiest inland port.

An estimated 43 million tons



KEITH HODAN/TRIBUNE-REVIEW

John Moran, head of The Waterways Council Inc., speaks to editors about the Port of Pittsburgh, the second-busiest inland port.

of goods moved along the region's rivers in 2005, according to the port. The port partnered with major shipping companies, like Downtown-based Campbell Transportation Co., Inc., coal giant Consol Energy and the Washington-based industry group Waterways Council Inc. to get the White House to insert the local appropriation into President Bush's budget proposal.

The White House included about \$113 million, but left out \$4.2 million, which McCarville said is needed to study three

locks and dams on the Ohio River. The newest of the structures, in Emsworth, was built in 1938, and the study is needed to determine whether the port and Army Corps of Engineers should repair the locks and dams or replace them, McCarville said.

Emsworth is in such bad shape, it needs \$43 million worth of "patchwork" repairs in addition to the fuller study of whether it should be completely repaired, he said.

"It's not wasted money, because it needs to be done," McCarville said.