

Congress of the United States

Washington, DC 20510

October 7, 2024

Lieutenant General William H. Graham
Commander and Chief of Engineers
U.S. Army Corps of Engineers
411 G Street NW
Washington, DC, 20314

Dear Lieutenant General Graham:

We write to reiterate our ongoing concerns with the impact of the dam removal at Locks and Dam (LD) 3 on navigation traffic on the Monongahela River (“Mon River”) near Elizabeth, Pennsylvania. The project’s goal was to create one, continuous pool of water between Charleroi, PA and Braddock, PA, reducing travel times for commercial vessels and boosting the regional economy. While some overall reduction in water levels were expected, the drop observed after the initial demolition at Elizabeth has been unexpectedly detrimental to navigation. The resulting low water levels have created new navigational challenges on the river, that must be remedied to ensure that the benefits of the removal become a reality.

We recognize that addressing shallow areas that hinder navigation is a shared priority for all stakeholders involved. Because the dam removal led to the current navigational challenges, we believe it is imperative that the Corps does everything in its power to assist in remedying the navigational issues on the Mon River. We understand that the Corps’ support for this work could include, but is not limited to:

- Developing and sharing all relevant data, including all survey results that may be helpful to determining outstanding dredging needs with the Coast Guard, the Pennsylvania Department of Transportation (PennDOT), and industry stakeholders;
- Exploring potential beneficial uses of dredged materials produced as a result of Corps dredging and any supplementary dredging;
- Expediting permitting for dredge work on the Mon River;

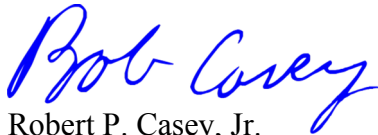
We appreciate the Corps’ ongoing work to respond as it can to the high points by using existing funding to quickly begin dredge work on problematic areas. However, the outstanding work required to return the river to its pre-demolition functionality is extensive and will require a multi-party effort to address. To facilitate that essential collaboration, we respectfully request answers to the following questions:

- Will USACE commit to taking all action possible to return the Mon to its pre-demolition functionality, including but not limited to sharing all relevant river survey results with the Coast Guard, PennDOT, and industry stakeholders, exploring potential beneficial uses of dredged material, and expediting permitting as possible and appropriate?

- What is USACE's plan for the remainder of the dam at the Elizabeth Locks and Dam? Will USACE and its contractors continue to detonate and remove the dam? If so, does USACE anticipate that this will have any impact on water levels?
- How is USACE prepared to work with other permitting agencies to expedite any needed permit adjustments?

We understand that the various agencies of the Commonwealth are already standing ready to support the needed work on the Mon River. The Corps must do the same, as quickly as possible. We appreciate your prompt attention to the urgent needs on the Mon River and the questions above.

Sincerely,



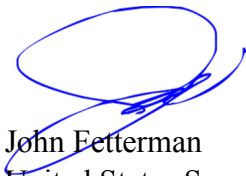
Robert P. Casey, Jr.
United States Senator



Guy Reschenthaler
Member of Congress



Chris Deluzio
Member of Congress



John Fetterman
United States Senator



Summer L. Lee
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