



Fox River Navigational System Authority

*Preserve the Past -
Provide for the Future*



What is the Fox River Navigational System Authority?

The Fox River Navigational System Authority was created to oversee the management of the Fox Locks following the transfer of the navigational system from the Corps of Engineers to the State of Wisconsin in September 2004. As specified in Chapter 237, Wisconsin Statutes, the Authority's primary mission is to repair, rehabilitate, replace, operate and maintain the navigational locks system. To meet this responsibility, the Authority has developed and is implementing a plan to manage monies received from the federal government and the State to ensure that sufficient funds are available for repair, rehabilitation and long term maintenance of the system. The Authority is also partnering with local organizations to provide the funding needed to match federal and state monies.

Who is on the Authority Board?

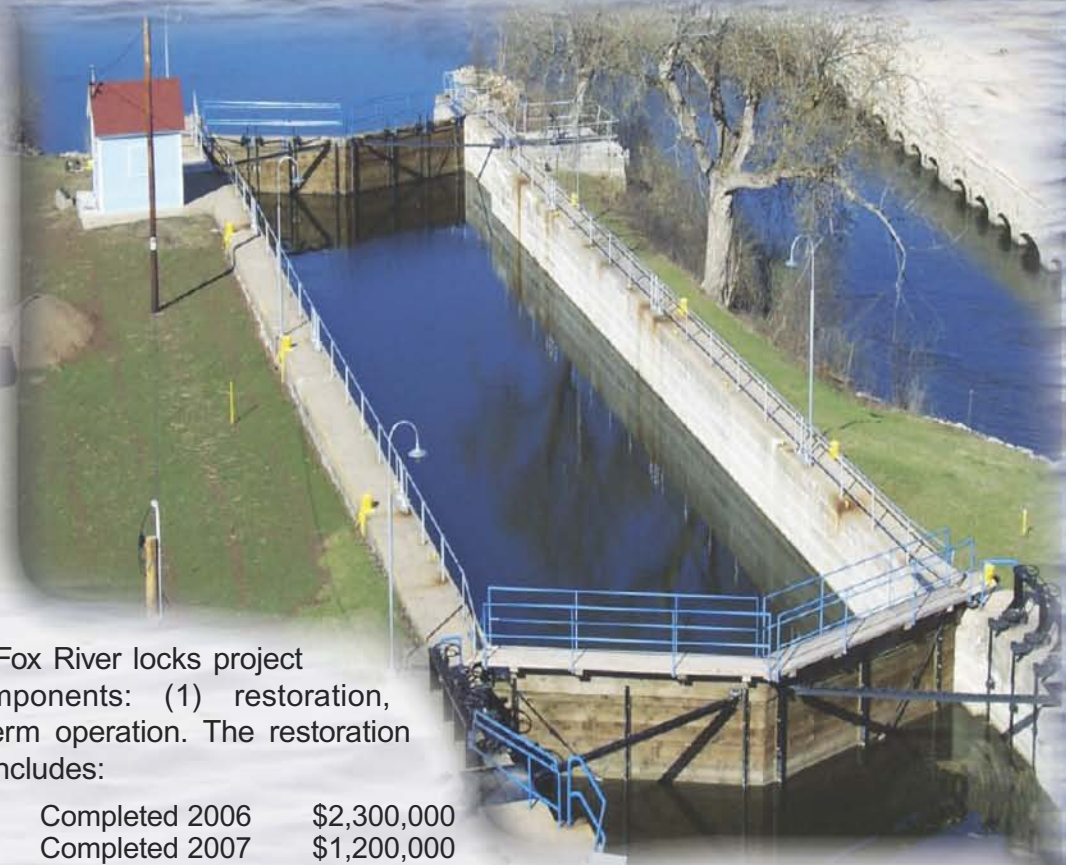
The Authority is governed by a nine-member board of directors, six of whom are appointed by the Governor. There are two members each from Brown, Outagamie and Winnebago Counties. The other board members consist of designees of the Secretaries of the Departments of Natural Resources and Transportation, and the Director of the State Historical Society.

What is the Cost of the Locks Project?

The seventeen locks on the Lower Fox River consist of three locks at DePere, Little Kaukauna and Menasha that are considered more modern in nature and have been in continuous operation. One lock at the Rapide Croche has been closed since 1988 with an aquatic invasive species barrier. The remaining 13 locks are historic locks on the National Register of Historic Places and are in the process of restoration and opening for operation. The Fox River locks project is comprised of three components: (1) restoration, (2) maintenance and (3) long-term operation. The restoration schedule and approximate cost includes:

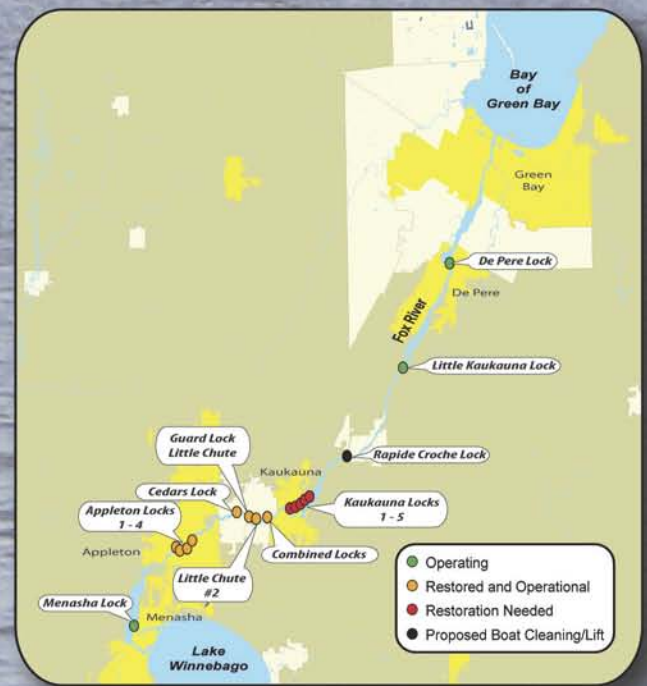
Appleton Locks 1,2,3,4	Completed 2006	\$2,300,000
Cedars Lock	Completed 2007	\$1,200,000
Little Chute Guard Lt. Chute Lock, And Combined Locks	Completed 2008	\$3,600,000
Shore and Levee Work	Completed 2008-9	\$ 850,000
Kaukauna Lock 5	Scheduled 2010	\$1,100,000
Kaukauna Locks 1,2,3,4	Planned 2011-14	\$5,500,000 (estimate)
Total for locks restoration		\$14,550,000

The project costs also include long term capital maintenance of all 17 locks where major rebuilds are scheduled at 20 year intervals. Additional future costs involve annual operation that increases as more locks are opened. Funding the costs of all three components is outlined in a management plan that the Authority has prepared.



What is the Current Status of the Locks Navigation System?

The Authority is in the process of restoring the Fox River Lock System in a historic manner and maintaining and operating the system at least 30 years into the future. Of the 13 locks to be restored eight have been completed. Four locks in Appleton were restored in 2006, the Cedars Lock in 2007 and the Little Chute Locks in 2008. In addition the Little Chute mile long levee was rebuilt and a quarter mile of shoreline stabilized and rip rapped in Appleton in 2008 and 2009. To date over eight million dollars has been expended on capital improvements.



What Funding is Required for the Locks Project?

Under a 2001 memorandum of understanding between the Corps of Engineers and the State of Wisconsin the federal government pledged to provide 5.6 million dollars, state government 2.8 million dollars and local contributions 2.8 million dollars towards the Fox Locks project. The Federal and State monies have been committed but are dependant upon the completion of the local contribution. To date there is approximately 350 thousand dollars in outstanding local dollar contributions needed to secure all the match dollars. This money is targeted for capital (restoration) projects and not for operational. The sources of funding to support the restoration, maintenance and operation include:

Federal Government

Collected reserve fund	\$11,800,000
Collected restoration fund	\$ 3,600,000
Receivable restoration fund	\$ 2,000,000

State Government

Collected restoration fund	\$ 2,000,000
Receivable restoration fund	\$ 800,000

Local Contributions

Collected & pledges restoration fund	\$ 2,450,000
Receivable restoration fund	\$ 350,000

Total Funding (restoration and sustaining) \$23,000,000

To do this, financial objectives need to be met for the local contributions required to match State and Federal funds received. Every one dollar in local contributions equals three dollars in State and Federal sources.



What are the Plans for the Rapide Croche Boat Transfer Station & AIS Barrier?

The Rapide Croche Lock was closed in 1988 with a permanent water barrier to prevent the upstream spread of aquatic invasive species. To allow boat passage on the entire Lower Fox River, once all the other locks are operable, a boat transfer station will be required. This station will lift boats over the permanent barrier and provide boat cleaning to prevent the passage of aquatic invasive species. An Aquatic Invasive Species Management Plan is currently being prepared for submittal to the Department of Natural Resources for approval. Once preliminary approval is received a new fund raising initiative for construction of the transfer station will be undertaken.

Why Should You Support the Fox Locks Restoration?

While the primary objective of the locks project is the restoration and operation of the lock system, a significant impact of the project will be increased water based recreational opportunities. These include boating, kayaking and fishing on the river and walking trails, picnicking, wildlife observation and historic interpretation on navigation system lands. Approximately 100 acres of shore land with over five miles of water frontage is owned by the Authority. Recreational facilities have already begun to be developed with the Menasha Trestle Bridge, kayak launch/ramp portages in Appleton, Maritime Trails signing program, Menasha historic interpretive signs and proposed trails in Appleton, Little Chute and DePere. With only three locks operating over the last five years lock records show at least 6,000 boats and over 25,000 passengers have used those locks annually. This number should increase as more locks are operated and kayak launch ramps/portages are constructed. School groups have been annually touring a number of the historic lock sites. As more locks are restored these opportunities will also increase.

Economic waterfront redevelopment is another major impact that opening the waterway can influence. Waterfront commercial development has occurred in Menasha, Appleton and DePere. Additional development is proposed incorporating boat docking with the Riverheath, Foremost and Eagle Flats properties in Appleton.

The preservation of the historic lock system will provide a cultural amenity for the communities along the system and for generating tourism throughout the State and Midwest. The Authority has pledged that all lands and facilities in the locks system will be managed consistent with the Fox River State Heritage Parkway concept. The parkway will promote heritage tourism through preserving historic resources, opening lands and the waterway for recreation, and encouraging economic redevelopment of adjacent waterway lands.

For more information contact:

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**Canoe photo from cover taken by Mark Hoffman - Friends of the Fox*



Prepared March 30, 2010 by:
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