

INFORMATIONAL FORUM SURVEY REPORT

Lower Fox River/Winnebago Pool Long-Range Plan

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INFORMATIONAL FORUM SURVEY REPORT

Lower Fox River/Winnebago Pool Long Range Plan

Prepared by the

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

November 1988

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ABSTRACT

TITLE: INFORMATIONAL FORUM SURVEY REPORT
Lower Fox River/Winnebago Pool Long Range Plan

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This document reports the findings of a survey conducted among attendees at an informational forum on the U. S. Army Corps of Engineers Section 216 Disposition report for the Fox River Project. The purpose of the survey questionnaire was to present an opportunity for citizen response to the basic premise of the Corps of Engineers that the Fox river Project was authorized for commercial navigation alone and that the State of Wisconsin should assume responsibility for the project since commercial navigation is no longer conducted within the project.

The survey identifies that attendees area of interest in the Fox River Project, their understanding of user dependence on the Fox River Project, their desire for continued Corps of Engineers presence and their preference for an alternative management agency should the Corps of Engineers leave.

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INTRODUCTION

On August 23, 1988, the East Central Wisconsin Regional Planning Commission sponsored an informational forum on the U.S. Army Corps of Engineers Section 216 Disposition Report for the Fox River Project. At that forum all sides of the issue of continued Corps of Engineers' responsibility for the Fox River Project were presented by the Wisconsin Congressional Delegation (represented by Congressman Petri and staff representatives of Senator Kasten and Congressman Roth), the Detroit District Office of the U.S. Army Corps of Engineers, representatives of local government, a spokesman from the Wisconsin Paper Council representing private industry, and a representative of the Governor of Wisconsin.

In anticipation of a large turnout (an estimated 1,000 Fox Valley citizens attended), the forum was informational only with discussion and questions limited to the panel of presenters exclusively. However to offer attendees an opportunity for input on the issue, a questionnaire (Appendix I) with four basic questions plus room for general comments was provided to all attendees. Following is a presentation of the results of the survey which was responded to by 215 of the attendees.

QUESTION 1. Please indicate which of the following types of users best describes your interest in the Corps of Engineers' Fox River Project.

| <u>Area of Interest</u> | <u># of Responses</u> | <u>% of Total</u> |
|-------------------------|-----------------------|-------------------|
| Fishing/Hunting | 28 | 13.0 |
| Boating | 143 | 66.5 |
| Water Supply | 15 | 7.0 |
| Wastewater Assimilation | 6 | 2.8 |
| Flood Control | 12 | 5.6 |
| Other | 8 | 3.7 |
| No Indication | 3 | 1.4 |
| TOTAL | 215 | 100.0 |

Two-thirds of the attendees identified themselves as boaters. This issue started as a boating issue with the placement of the Lower Fox River locks in caretaker (non-operational) status by the Corps at the end of the 1984 boating season. Since that time the Fox River Management Commission has struggled to continue operation of the locks on reduced schedules through a lease arrangement with the Corps of Engineers. A second reason for the large turnout by boaters is probably the result of many boating organizations publicizing the meeting and encouraging attendance.

Fishing and hunting on Lake Winnebago and the pool lakes are certainly major recreational activities and would explain its second ranking as an identified interest area. Water supply and wastewater assimilation are principally municipal and industrial concerns while the flood control interest is principally a concern of shoreline property owners. The "other" category responses either duplicated the available choices, focused on importance to the industrial economic base of the Fox Valley or addressed concerns for wildlife habitat. All "other" responses are listed in Appendix II.

QUESTION 2. At present, which users do you feel are most dependent on (or benefit the most from) the Corps' management of Winnebago Pool levels and Lower Fox River flows?

| User Type | Dependency Rank | | | | | | CK | Total | Index | % |
|-------------------------|-----------------|-----|-----|-----|-----|----|-----|-------|-------|-----|
| | #1 | #2 | #3 | #4 | #5 | #6 | | | | |
| Fishing/Hunting | 5 | 7 | 12 | 28 | 80 | 11 | 17 | 160 | 386 | 12 |
| Boating | 25 | 22 | 26 | 57 | 15 | 2 | 37 | 184 | 567 | 19 |
| Water Supply | 45 | 42 | 32 | 18 | 8 | 1 | 31 | 177 | 679 | 23 |
| Wastewater Assimilation | 20 | 42 | 34 | 21 | 19 | 5 | 20 | 161 | 572 | 19 |
| Flood Control | 47 | 31 | 38 | 15 | 9 | 3 | 32 | 175 | 655 | 22 |
| Other | 7 | 3 | 4 | 3 | 5 | 21 | 6 | 49 | 113 | 4 |
| TOTAL | 149 | 147 | 146 | 142 | 136 | 43 | 143 | 906 | 2954 | 100 |

The index is derived by multiplying the number of 1st priority responses by 6, 2nd by 5, 3rd by 4, 4th by 3, 5th by 2 and 6th by 1, and summing the results.

Flood control was rated most dependent of the types of users identified for ranking their dependency on or benefits received from the Fox River Project. It was rated most dependent by 47 respondents with water supply close behind with 45. Water supply and wastewater assimilation were both rated second in dependency by 42 respondents. Fishing and hunting was generally rated as the least dependent user with 80 responders rating it fifth priority.

Please note that not all respondents to the questionnaire answered all of the questions. Of 215 respondents only 149 provided a first priority ranking to question 2. Likewise the user type that received the greatest ranking response was boating with only 184 of the 215 respondents ranking it. Other user categories received less. The "other" category was identified 49 times and ranked only 43 times, therefore sometimes "5" was the lowest ranking while in 43 instances "6" was the lowest ranking. The CK column in the table indicates when the respondent merely marked the category with an "x" or a "check mark" rather than a priority rank number "1" through "6".

The index column in the table is included to provide an overall rating of the ranking of one user type compared with other user types. Here we see that water supply with an index of 679 ranks first with 23 percent of the index total. Flood control is second with 22 percent while wastewater and boating are tied for third at 19 percent. Fishing and hunting is rated last with only 12 percent of the index total. What is especially significant about these findings is that boaters, fishermen and hunters who comprised 80 percent of the respondents to the questionnaire recognized other types of users as having greater dependency on the Fox River Project than their own specific area of interest. A listing of the users identified when the "other" category was selected are presented in Appendix III along with the specific ranking given to it by the responder.

Following is a presentation of the Question 2. results as percentage distributions rather than absolute numbers. Two tables are presented: one showing the percentage distribution for each user type while the other shows the distribution for each priority rank.

| User Type | Dependency Rank | | | | | | CK | Total |
|-----------|-----------------|----|----|----|----|----|----|-------|
| | #1 | #2 | #3 | #4 | #5 | #6 | | |

Priority Rank Distribution (percent) by User Type

| | | | | | | | | |
|-------------------------|----|----|----|----|----|----|----|-----|
| Fishing/Hunting | 3 | 3 | 8 | 18 | 49 | 7 | 11 | 100 |
| Boating | 13 | 11 | 14 | 30 | 9 | 1 | 20 | 100 |
| Water Supply | 25 | 23 | 18 | 10 | 5 | 1 | 18 | 100 |
| Wastewater Assimilation | 12 | 26 | 21 | 13 | 12 | 3 | 13 | 100 |
| Flood Control | 28 | 18 | 23 | 9 | 5 | 1 | 15 | 100 |
| Other | 13 | 6 | 8 | 6 | 10 | 43 | 14 | 100 |
| TOTAL | 13 | 12 | 12 | 12 | 12 | 4 | 12 | 100 |

User Type Distribution (percent) by Priority Rank

| | | | | | | | | |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Fishing/Hunting | 3 | 5 | 8 | 20 | 58 | 26 | 13 | 18 |
| Boating | 17 | 15 | 18 | 40 | 12 | 5 | 26 | 20 |
| Water Supply | 30 | 28 | 22 | 13 | 7 | 2 | 23 | 20 |
| Wastewater Assimilation | 13 | 29 | 23 | 15 | 14 | 12 | 15 | 18 |
| Flood Control | 32 | 21 | 26 | 11 | 7 | 5 | 18 | 19 |
| Other | 5 | 2 | 3 | 2 | 4 | 51 | 5 | 6 |
| TOTAL | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

CROSSTAB: Dependency Ranking by User Type (QUESTION 2.) by Area of Interest (QUESTION 1.)

Following is a series of six tables presenting the responses to Question 2. Each table gives the responses of only those identifying a specific area of interest in Question 1.

| User Type | Dependency Rank | | | | | | CK | Total | Index | % |
|-----------|-----------------|----|----|----|----|----|----|-------|-------|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | | | | |

Area of Interest: Fishing/Hunting

| | | | | | | | | | | |
|-------------------------|----|----|----|----|----|---|----|-----|-----|-----|
| Fishing/Hunting | 2 | 1 | 0 | 3 | 9 | 0 | 7 | 22 | 44 | 14 |
| Boating | 3 | 2 | 4 | 5 | 1 | 0 | 10 | 25 | 61 | 20 |
| Water Supply | 4 | 6 | 2 | 3 | 0 | 0 | 10 | 25 | 71 | 23 |
| Wastewater Assimilation | 2 | 3 | 7 | 1 | 2 | 0 | 6 | 21 | 62 | 20 |
| Flood Control | 6 | 3 | 2 | 2 | 1 | 0 | 9 | 23 | 67 | 22 |
| Other | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 4 | 1 |
| TOTAL | 17 | 15 | 15 | 14 | 13 | 4 | 43 | 121 | 309 | 100 |

| User Type | Dependency Rank | | | | | | CK | Total | Index | % |
|-----------|-----------------|----|----|----|----|----|----|-------|-------|---|
| | #1 | #2 | #3 | #4 | #5 | #6 | | | | |

Area of Interest: Boating

| | | | | | | | | | | |
|-------------------------|-----|-----|-----|----|----|----|----|-----|------|-----|
| Fishing/Hunting | 3 | 6 | 9 | 18 | 55 | 9 | 10 | 110 | 257 | 13 |
| Boating | 22 | 17 | 15 | 39 | 8 | 1 | 24 | 126 | 411 | 20 |
| Water Supply | 28 | 26 | 27 | 11 | 8 | 1 | 17 | 118 | 456 | 22 |
| Wastewater Assimilation | 11 | 28 | 22 | 16 | 15 | 4 | 10 | 106 | 376 | 18 |
| Flood Control | 33 | 22 | 24 | 11 | 6 | 3 | 19 | 118 | 452 | 22 |
| Other | 5 | 3 | 4 | 3 | 3 | 12 | 3 | 33 | 88 | 4 |
| TOTAL | 102 | 102 | 101 | 98 | 95 | 30 | 83 | 611 | 2040 | 100 |

Area of Interest: Water Supply

| | | | | | | | | | | |
|-------------------------|----|----|----|----|---|---|----|----|-----|-----|
| Fishing/Hunting | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 9 | 23 | 12 |
| Boating | 0 | 0 | 2 | 4 | 4 | 0 | 2 | 12 | 28 | 14 |
| Water Supply | 8 | 1 | 1 | 0 | 0 | 0 | 4 | 14 | 57 | 29 |
| Wastewater Assimilation | 0 | 7 | 1 | 1 | 0 | 1 | 3 | 13 | 43 | 22 |
| Flood Control | 2 | 2 | 6 | 0 | 0 | 0 | 1 | 11 | 46 | 23 |
| Other | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 2 |
| TOTAL | 10 | 10 | 10 | 10 | 9 | 2 | 10 | 61 | 200 | 100 |

Area of Interest: Wastewater Assimilation

| | | | | | | | | | | |
|-------------------------|---|---|---|---|---|---|---|----|----|-----|
| Fishing/Hunting | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 9 | 11 |
| Boating | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 5 | 16 | 20 |
| Water Supply | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 6 | 15 | 19 |
| Wastewater Assimilation | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 24 | 30 |
| Flood Control | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 6 | 16 | 20 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 4 | 4 | 4 | 4 | 4 | 0 | 4 | 26 | 80 | 100 |

Area of Interest: Flood Control

| | | | | | | | | | | |
|-------------------------|----|----|----|----|---|---|---|----|-----|-----|
| Fishing/Hunting | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 9 | 23 | 11 |
| Boating | 0 | 2 | 1 | 6 | 1 | 0 | 0 | 10 | 34 | 17 |
| Water Supply | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 10 | 51 | 25 |
| Wastewater Assimilation | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 10 | 35 | 17 |
| Flood Control | 6 | 2 | 2 | 0 | 0 | 0 | 1 | 11 | 54 | 27 |
| Other | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 4 | 2 |
| TOTAL | 10 | 10 | 10 | 10 | 9 | 3 | 1 | 53 | 201 | 100 |

Area of Interest: Other

| | | | | | | | | | | |
|-------------------------|---|---|---|---|---|---|---|----|-----|-----|
| Fishing/Hunting | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 6 | 12 | 10 |
| Boating | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 6 | 17 | 14 |
| Water Supply | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 6 | 29 | 23 |
| Wastewater Assimilation | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 32 | 26 |
| Flood Control | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 6 | 20 | 16 |
| Other | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 14 | 11 |
| TOTAL | 6 | 6 | 6 | 6 | 6 | 4 | 2 | 36 | 124 | 100 |

QUESTION 3. Do you feel the Corps of Engineers should continue its responsibility for all or parts of the Fox River Project?

| <u>Response</u> | <u>#</u> | <u>%</u> |
|-----------------|----------|----------|
| No | 3 | 1.4 |
| Yes | 210 | 98.6 |

An overwhelming 98 percent of the respondents felt the Corps of Engineers should continue all or some aspects of its responsibility for the Fox River Project. A listing of all the responses to Question 3.a. asking for the specific functions which the Corps of Engineers should continue or restore is presented in Appendix IV.

QUESTION 4. If the federal government succeeds in disposing of the Fox River Project, which of the listed options for management of the river system would be best for the current mix of users?

| <u>Management Alternative</u> | <u>Priority Rank</u> | | | | | <u>Total</u> | <u>Index</u> | <u>%</u> |
|-------------------------------|----------------------|------------|------------|------------|-----------|--------------|--------------|------------|
| | <u>#1</u> | <u>#2</u> | <u>#3</u> | <u>#4</u> | <u>CK</u> | | | |
| Dept. of Natural Resources | 23 | 32 | 20 | 65 | 12 | 152 | 293 | 21 |
| New Regional Authority | 98 | 34 | 9 | 6 | 35 | 182 | 518 | 36 |
| Local Governments | 13 | 50 | 66 | 14 | 6 | 149 | 348 | 24 |
| Private Corporations | 13 | 25 | 48 | 54 | 4 | 144 | 277 | 19 |
| TOTAL | 147 | 141 | 143 | 139 | 57 | 627 | 1436 | 100 |

The index is derived by multiplying the number of 1st priority responses by 4, the 2nd by 3, the 3rd by 2 and the 4th by 1.

A new regional authority was the most preferred option for managing the river system should the Corps of Engineers succeed in disposing of the Fox River Project. Of 147 respondents that answered this question by at least making a first priority selection, 98 chose the new regional authority while 23 chose the DNR and 13 respondents each chose local governments or private corporations. However, there was a stronger second or third prioritization for local governments while there was a very strong negative ranking of DNR with 65 respondents choosing to rank it fourth among the options presented.

The index demonstrates this stronger bias against the DNR which overall is ranked third among the four choices. The new regional authority at 36 percent and local governments at 24 percent rate higher than the 21 percent of the index total for the DNR.

As with Question 2., a number of respondents chose not to rank, but merely placed a check mark for one or several alternatives. The number of these instances are tallied in the CK column.

Following is a presentation of the Question 4. results as percentage distributions rather than absolute numbers. Two tables are presented: one showing the percentage distribution for each management alternative while the other shows the distribution for each priority rank.

| <u>Management Alternative</u> | <u>Priority Rank</u> | | | | | <u>Total</u> |
|-------------------------------|----------------------|-----------|-----------|-----------|-----------|--------------|
| | <u>#1</u> | <u>#2</u> | <u>#3</u> | <u>#4</u> | <u>CK</u> | |

Priority Rank Distribution (percent) by Management Alternative

| | | | | | | |
|----------------------------|----|----|----|----|----|-----|
| Dept. of Natural Resources | 15 | 21 | 13 | 43 | 8 | 100 |
| New Regional Authority | 54 | 19 | 5 | 3 | 19 | 100 |
| Local Governments | 9 | 34 | 44 | 9 | 4 | 100 |
| Private Corporations | 9 | 17 | 33 | 38 | 3 | 100 |
| TOTAL | 23 | 22 | 23 | 22 | 9 | 100 |

Management Alternative Distribution (percent) by Priority Rank

| | | | | | | |
|----------------------------|-----|-----|-----|-----|-----|-----|
| Dept. of Natural Resources | 16 | 23 | 14 | 47 | 21 | 24 |
| New Regional Authority | 67 | 24 | 6 | 4 | 61 | 29 |
| Local Governments | 9 | 35 | 46 | 10 | 11 | 24 |
| Private Corporations | 9 | 18 | 34 | 39 | 7 | 23 |
| TOTAL | 100 | 100 | 100 | 100 | 100 | 100 |

Whichever percentage analysis one chooses to use in interpreting the results, the conclusion is quite evident that the new regional authority is clearly the preferred alternative.

Responses to Question 4.a. are presented verbatim in Appendix V. They have been listed by the stated first priority for a preferred alternative management agency should the Corps of Engineers be able to dispose of the Fox River Project.

QUESTION 5. General Comments.

Respondents to the questionnaire were provided with the opportunity to provide general comments about any aspect of the issue. These comments are presented verbatim in Appendix VI.

APPENDIX

I

INFORMATIONAL FORUM QUESTIONNAIRE

1. Please indicate which of the following types of users best describes your interest in the Corps of Engineers' Fox River Project. (Check one only)

___ fishing or hunting ___ boating ___ water supply ___ wastewater assimilation
___ flood control (protect your lakeshore property) ___ other (specify) _____

2. At present, which users do you feel are most dependent on (or benefit the most from) the Corps' management of Winnebago Pool levels and Lower Fox River flows? (Please rank order the listed options 1 through 6)

___ fishing or hunting ___ boating ___ water supply ___ wastewater assimilation
___ flood control (protect your lakeshore property) ___ other (specify) _____

3. Do you feel the Corps of Engineers should continue its responsibility for all or parts of the Fox River Project?

___ NO ___ YES 3a. If yes, please specify which functions of the Fox River Project they should continue or restore. _____

4. If the federal government succeeds in disposing of the Fox River Project, which of the listed options for management of the river system would be best for the current mix of users? (Please rank order the listed options 1 through 4)

___ Wisconsin DNR ___ New Regional Authority ___ Local Governments ___ Private Industrial Corp.

4a. Why do you feel your first choice is the best of these four alternatives? _____

5. General Comments (about any aspect of the issue) _____

(attach additional sheets if needed)

6. Do you desire to have your name placed on a mailing list to receive future information about this issue? Are you willing to be called upon by the "Friends of the Fox" to help with this issue?

___ NO name: _____
___ place name on mailing list only address: _____
___ willing to help city + zip: _____
phone: (____) _____

APPENDIX

II

RESPONSES TO THE INFORMATIONAL FORUM QUESTIONNAIRE

Question 1. Please indicate which of the following types of users best describes your interest in the Corps of Engineers' Fox River Project.
(Responses to the "other" category)

- X PAPER INDUSTRY
- X SHORELINE
- DAM CONTROL AND MAINTENANCE
- X WILDLIFE SUPPORT
- ECONOMIC HEALTH OF FOX RIVER VALLEY
- LOCAL ECONOMY
- X AS FUTURE LEGISLATOR /FARMING IN THE WATERSHED
- X BUSINESS FROM BOATING ACTIVITY
- X HISTORICAL, AESTHETICS, INDUSTRIAL DEVELOPMENT, TOURISM, ETC.
- MAINTAIN PROPERTY VALUES ALONG WATERWAYS
- ALL
- X PARKS SYSTEM
- LAKESHORE REAL ESTATE VALUES
- ALL OF THE ONES LISTED
- X QUALITY OF LIFE, PRESERVE AN ASSET
- X PAPER AND POWER INDUSTRY
- WATER LEVEL MUST BE MAINTAINED
- X 350 PASSENGER EXCURSION BOATS
- X VACATION PILOT
- PAPER MAKING INDUSTRY
- X PAPER MILLS
- X URBAN PARKWAY, RECREATION POTENTIAL, HIKING, BIKING CONOE ROUTE
- ALL OF THESE QUALIFY
- X ALL ARE IMPORTANT TO ME
- X BUSINESS IMPACT
- POSSIBLE ENDANGERED SPECIES
- X CONCERN TO KEEP OUR WATEWAYS OPEN, BUSINESSES
- NAVIGATION LOWER FOX
- A NATURAL WATERWAY - NO WATER, NO JOBS
- ENVIRONMENTAL

The "X" denotes that the other category was marked with a check mark or an "x" with the explanation provided. Where no "X" is denoted, a choice had been made among the available choices on the questionnaire and the notation in the "other" slot was treated and is presented here as a comment.

APPENDIX

III

RESPONSES TO THE INFORMATION FORM QUESTIONNAIRE

Question 2. At present, which users do you feel are most dependent on (or benefit the most from) the Corps' management of Winnebago Pool levels and Lower Fox River flows? -- responses other than choices listed.

x ECONOMIC IMPACT TO LOCAL COMMUNITIES.
6 (12 with no specified user)
5 TOURISM.
5 TOURISM.
2 MAINTAINING WATER QUALITY.
5 (no specified user)
6 UTILITIES (HYDROELECTRIC PLANTS).
4 INDUSTRY.
4 WILDLIFE.
6 HYDROPOWER.
2 (no specified user)
3 (no specified user)
6 BEAUTY OF WATERWAYS.
1 PAPER INDUSTRY.
3 DREDGING - MAINTAINING CHANNELS.
6 TOURISM.
X MAINTAIN PROPERTY VALUES ALONG THE WATERWAY.
1 PAPER INDUSTRY AND ITS EMPLOYEES.
6 TOURISM.
4 HYDROPOWER.
X PRESERVE FOR FUTURE GENERATIONS.
1 PAPER AND POWER.
6 SWIMMING AND GENERAL WATER RECREATION.
1 PAPER MAKING INDUSTRY.
5 HISTORIC.
3 RIVER WATER LEVELS.
X WE HAVE A LIVING MUSEUM.
6 INDUSTRIAL GROWTH.
X WE NEED DEEP WATER TO GET INTO AND OUT OF OUR CHANNEL.
1 ELECTRICITY.
1 INDUSTRY (18 PAPER MILLS & 6 HYDRO POWER).
5 BUSINESSES.
X WATER CONTROL.
X NAVIGATION.
6 DREDGING OF CHANNELS.
2 TOURISM
X THE PAPER MILLS - ALL PROPERTY OWNERS.
X INDUSTRY.
1 INDUSTRY ALONG RIVER (PAPER MILLS, ETC.)

The number or "X" indicates the priority rank given to the "other" type of user identified as being most dependent on the Corps' management of the Fox River System. The "X" indicates that the category was checked without assigning a priority.

APPENDIX

IV

RESPONSES TO THE INFORMATIONAL FORUM QUESTIONNAIRE

Question 3a. Do you feel the Corps of Engineers should continue its responsibility for all parts of the Fox River Project? If yes, please specify which functions of the Fox River Project they should continue or restore.

MONITOR WATER LEVELS; MAINTAIN LOCKS; MAINTAIN BUOY SYSTEM FOR NAVIGATION; MOST IMPORTANT, OVERSEE THE MANAGEMENT OF THE SYSTEM TO BALANCE VARIETY OF INTERESTS.

DAMS AND LOCKS AND CHANNEL MAINTENANCE OPERATION.

CHANNEL MAINTENANCE, DAM MANAGEMENT, LOCK OPERATION.

MANAGEMENT OF DAMS & LOCKS AND NECESSARY DREDGING TO MAINTAIN RIVER CHANNEL.

DREDGING OF CHANNELS AND LOCK MAINTENANCE, AND OPERATION. WATER LEVEL CONTROL.

LOCKS AND RIVER CHANNELS.

LOCKS, DAMS, BOUYS, DREDGING.

PROVIDE MAINTENANCES & REPAIR ENGINEERING DESIGN AND WORK FOR LOCKS, DAMS, SHORELINE, ETC. CONTINUE WATER CONTROL.

THE CORPS SHOULD-MUST-CONTINUE TO MAINTAIN PROPER WATER SUPPLY FOR PAPER INDUSTRY AND MANIPULATION USING WATER FOR DRINKING. THEY MUST ALSO RETURN LOCKS TO GOOD OPERATING CONDITION.

THEY SHOULD CONTINUE TO MAINTAIN LOCKS, WATERWAYS AND DAMS. STATE COULD OPERATE LOCKS.

RESTORE THE LOCKS AND DAMS TO SAFE OPERATING CONDITION & DREDGE CHANNELS TO NAVIGATE DEPTH. SHARE COST STATE & CORP.

CONTINUE ALL OPERATIONS-RESTORE LOCKS, DAMS AND DREDGING.

THE RIVER CANAL AND LOCKS MUST BE RESTORED TO GOOD OPERATING CONDITION.

THE ECONOMICS IMPACT ON THE FOX VALLEY.

CONTINUE TO MONITOR WATER LEVELS-RESTORE DAMS AND LOCKS TO SAFE CONDITION.

THEY MUST UPDATE SYSTEM BY DOING THE MAINTAINANCE WHICH HAS BEEN DEFERRED FOR TOO LONG.

RECREATIONAL DESIGNATION FOR LOCKS-UPGRADE & MAINTAIN WITH STATE, LOCAL HELP.

FLOOD CONTROL DESIGNATION FOR DAMS-UPGRADE & MAINTAIN WITH LOCAL, STATE SUPPORT.

THE LOCKS MUST BE OPERABLE TO ALLOW BOAT TRAFFIC THRU.

FLOOD CONTROL, DREDGING CONTROL.

ALL PRESENT FUNCTIONS.

FLOOD CONTROL (DAM MAINTENANCE), CHANNEL MAINTENANCE (DREDGING).

LOCKS & DAMS. DREDGING TO MAINTAIN WATER DEPTH. CONTROL WATER LEVEL FOR FLOOD CONTROL & SUPPLY TO INDUSTRY AND ELECTRICITY.

DAMS AND LOCKS. WATER DEPTH-DREDGING (FOR NAVIGATION AND WATER FLOW), WATER LEVEL (FLOOD CONTROL, PROPER SUPPLY TO MILLS AND HYDROPLANT), IN SHORT- ALL PREVIOUS FUNCTIONS COVERED FOR THE PAST 100 YEARS.

RESTORE THE LOCKS AND DAM SYSTEM. DREDGE THE RIVER FROM MENASHA TO DE PERE SO FRESH WATER COULD FLOW AND NOT GET STAGNET.

CONTINUE OPERATION OF DAMS (WATER LEVELS & SUPPLY).

MAINTANENCE OF DAMS AND CONTROL OF WATER LEVELS.

UPDATE AND MAINTAIN DREDGING, BUOY PLACEMENT, FLOOD CONTROL, MAINTAIN LOCKS.

DAM & LOCKS SYSTEMS, LET DNR HANDLE THE LAMPREY BARRIER.

MAINTAIN CONSTANT WATER LEVELS AND RESTORE THE LOCKS TO WORKING CONDITION & ASSIST IN CONSTRUCTING A LIFT SYSTEM OVER THE LOCKS.

ALL EXCEPT PERHAPS HUNTING & FISHING-DNR RESPONSIBILITIES.

DREDGING AND LOCKS.

DAM AND LOCKS.

ALL FUNCTIONS THAT THEY ARE PRESENTLY OPERATING SHOULD BE CONTINUED.

FLOOD CONTROL WATER SUPPLY, BOATING.

THIS PREVIOUS HISTORIC RIVER SYSTEM MUST BE PROPERLY MAINTAINED-AN INHERITED WATER PASSAGE CORPS SHOULD BE RESPONSIBLE FOR ENTIRE OPERATION.

FLOOD CONTROL, WASTE WATER ASSIMULATION.

NAVIGATION THROUGH DREDGING, FLOOD CONTROL PARTICULARLY IN OMRO.

FLOOD CONTROL, BOUY PLACEMENT, LOCK MANAGEMENT, CHANNEL DREDGING.

ALL THE FOX RIVER PROJECTS.

KEEP THE WATER LEVEL UP IN LAKE WINNEBAGO.

THERE NEEDS TO BE ONE EXPERT AGENCY THAT CAN CO-ORDINATE ALL THE USES OF THE FOX RIVER SYSTEM. IT'S TOO VALUABLE A RESOURCE TO LET IT TO RUIN.

CHANNEL MAINTENANCE AND NAVIGATION .

OPERATION OF THE DAMS SHOULD BE CONTINUED AS THEY HAVE THE TECHNICAL EXPERTISE TO DO SO, ALSO DREDGING NEEDS TO BE DONE BEFORE THE STATE TAKES OVER.

MAINTAIN WATERWAY, LOCAL GOVERNMENT DO NOT HAVE THE EXPERTISE TO DO IT.

MARKING OF NAVIGABLE WATERWAYS.

THEY ARE THE ONLY ONE SUITABLE TO KEEP OUR WATERWAYS A VACATION LAND-TOURISTS COME FOR THE WATER.

NAVIGATION, BUT EXCLUDE ONE OR MORE LOCKS TO BLOCK LAMPREY.

ALL, WITH A FUTURE SOLUTION TO THE LAMPREY PROBLEM.

LOCKS, DAMS, LITTLE LAKE BUTTE DES MORES, CONTROL ITS LEVEL DURING 5/15 TO 10/15, SO WE CAN KEEP BOATS AT OUR DOCKS.

DREDGING WHEN SAND HAS FILLED IN MOUTH OF FOX & WOLF RIVERS IN LAKE BUTTE DES MORTS.

DREDGE FOND DU LAC HARBOR & OTHER WATER WAYS.

WHALE MANAGEMENT.

RESTORE B14 TURNING OVER.

THE FOX SYSTEM TRAVERSES THROUGH MANY LOCAL GOVERNMENT AREAS-DUE TO EXCESSIVE COSTS EACH ENTITY COULD NOT AFFORD ITS SHARE OF COSTS-THE CORPS SHOULD CONTINUE TO DIRECT THE OVERALL OPERATION.

KEEP NAVIGATION OPEN ON FOX.

LOCKS, DREDGING, BUOYS, DAMS, INDUSTRY, RECREATION & FOOD SOURCE.

DREDGING THE ENTRIE WATERWAY SYSTEM, MAINTAIN MARSHES, MAINTAIN WATER LEVELS, MAINTAIN THROUGH VERY IMPORTANT WATER RESOURCE AND PROMOTE TOURISM.

DREDGING AND LOCK OPERATION, KEEP DNR OUT OF THE DREDGING DISPOSAL CONTROVERSY.

ALL OF THE ABOVE IN QUESTION NO. 2.

LOCKS, CHANNEL MAKERS AND SHORE. IF NOT DOING IT THEMSELVES, THEN SEEING THAT IT IS DONE.

NAVIGATION CHANNEL MUST BE MAINTAINED AT PROPER LEVELS.

RESTORE AND OPERATE ALL FUNCTIONS OF LOCKS AND DAMS AND DREDGE WATERWAYS WHICH HAVE BEEN NEGLECTED.

OPERATION AND MAINTENANCE OF LOCKS AND DAMS.

CONTINUE OPERATION OF THE LOCK AND DAM SYSTEM AND DREDGE THE CHANNELS FOR SAFE WATER USEAGE.

WATER LEVEL CONTROL, LOCK OPERATION, NAVIGATION CHANNEL DREDGING.

RESTORE BOATING/NAVIGATION TO INCLUDE DREDGING.

LOCKS.

INDUSTRY AND RECREATIONAL USAGE WARRENTS THEM TO CONTINUE OPERATION OF THE SYSTEM.

DAMS, BOUYS, CHANNEL DREDGING.

"CONTINUE" SEEMS TO BE A MISNOMER. IT APPEARS THEY WILL HAVE TO RESTORE ALL FUNCTIONS!

LOCKS.

LOCKS AND DAMS.

COMPLETE REPAIR OF ALL LOCKS AND DAMS AND DREDGING OF ALL SILTED IN AREAS.

DAMS - LOCKS - BOUYS.

ALL.

LOCKS & DAMS.

ALL FUNCTIONS WITH THE EXCEPTION OF CARETAKER STATUS OF THE LOCKS. THE CORPS CAN MAINTAIN BUT THERE'S NO REASON FOR THEM TO STAFF THEM.

KEEP ALL LOCKS OPEN.

ALL.

BOUYS AND LOCKS.

KEEP OPEN THE LOCKS & MAKE THE LIFT FOR RAPIDE CROCHE LOCKS. WHEN A WILD RIVER IS DAMMED IT IS THEIR RESPONSIBLITY TO MAINTAIN PASSAGE OR TURN IT BACK TO WILD RIVER AND REMOVE ALL DAMS.

MAINTAIN THE LOCK AND DAM SYSTEM ALONG WITH CHANNEL MARKERS.

APPENDIX

V

RESPONSES TO THE INFORMATION FORM QUESTIONNAIRE

Question 4a. If the federal government succeeds in disposing of the Fox River Project, which of the listed options for management of the river system would be best for the current mix of users? Why do you feel your first choice is the best of these four alternatives?

Management agency: Not Ranked (or multiple x's):

THE FEDERAL GOVERNMENT CAN NOT BE ALLOWED TO DISPOSE OF THE FOX RIVER.

SPANNING THREE COUNTIES.

NONE OF THE ABOVE. IT WOULD BE TOO COSTLY FOR LOCAL TAXPAYERS, AND TO POLITICAL FOR PROPER LOCAL CONTROL.

I THOUGHT THE CORPS OF ENGINEERR'S SHOULD PUT THE FOX RIVER PROJECT IN REPAIR BEFORE THE STATE TALKS WITH THEM.

FEDERAL GOVERNMENT MOST LOGICAL AND PRACTICAL OPERATOR OF LOCKS AND DAMS.

WATER RESOURCES NEEDS ARE MUCH TOO COMPLEX TO ALLOW THOSE WITH SPECIAL INTERESTS TO MANAGE THE SYSTEM.

FEDERAL GOVERNMENT IS RESPONSIBLE.

THE ENTIRE STATE SHOULD BE RESPONSIBLE FOR THE SYSTEM, ALTHOUGH I FEEL THE FEDERAL GOVERNMENT SHOULD MAINTAIN CONTROL.

ULTIMATELY IT IS THE FEDERAL GOVERNMENT'S RESPONSIBILITY. GIVE WISCONSIN ITS FAIR SHARE OF \$'S AND POSSIBLY TALK OF SHARING COSTS, WHICH ARE OVER AND ABOVE THAT AMOUNT, WITH THE STATE.

Management agency: DNR

THEY NOW HAVE CONTROL OF MUCH OF WHAT HAPPENS TO OUR WATER RESOURCES.

STATE BACKING AND MORE ASSETS.

INTERESTS IN ALL ASPACTS OF THE RIVER SYSTEM.

A MORE NEUTRAL POSITION AND ENVIROMENTAL INTEREST.

BEST SUITED FOR CONTROL ON OUR ENVIROMENT.

BEST SUITED AND ENVIRONMENT CONTROLLED.

DNR SHOULD PRESERVE THE NATURAL RESOURCES AND HAVE BETTER CONTROL.

Management agency: DNR (cont'd)

THEY WOULD DO FOR THE BEST INTEREST OF ALL.

ALREADY IN PLACE.

THEY KNOW WHATS GOING ON.

BECAUSE ITS A STATE RESOURCE.

THIS ORGANIZATION IS ALREADY FAMILIAR WITH PROBLEMS, IS ESTABLISHED AND IS ABLE TO FUNCTION WITH A MINIMUM OF REORGANIZATION.

MORE EXPERIENCE IN MANAGEMENT AND MORE DIVERSIFIED FUNDING.

STATE SHOULD BE RESPONSIBLE BECAUSE FOX RIVER SYSTEM IS TOTALLY WITHIN THE STATE OF WISCONSIN.

AN EXISTING STATE ENTITY WILL BE MOST COST EFFECTIVE AND RELIABLE.

STATE SHOULD BE RESPONSIBLE. FOX RIVER SYSTEM IS WITHIN THE STATE OF WISCONSIN.

IF THE CORPS OF ENGINEERS CANNOT OR WILL NOT DO IT, THE DNR WOULD DO THE BEST JOB FOR EVERYONE.

OF THESE CHOICES, THE DNR WOULD PROBABLY BE THE MOST NEUTRAL OF ALL USERS.

THE WATERWAY BEING A NATURAL RESOURCE IT SEEMS THE DNR WOULD BE BEST ABLE TO HANDLE IT.

DNR SHOULD HAVE RESPONSIBILITY AND BUDGET TO CONTROL WISCONSIN LAKES.

TOO BIG FOR LOCAL. THE LOCKS ARE SIMILAR TO A NATIONAL PARK OR STATEPARK. THEY ARE ALSO A MECHANICAL MARVEL-ALL BENEFIT THEREFORE MUST BE SUPPORTED BY THE FEDERAL GOVERNMENT.

THEY ARE CO-OWNERS OF OUR WATER SYSTEM ALREADY.

MINIMIZE SPECIAL FAVORS TO INFLUENTIAL CITIZENS AND SIMILATE THE PRESENT CORPS FUNCTIONS AND EFFECTIVENESS.

I BELIEVE THAT THE STATE COULD BENEFIT ALL PARTYS INVOLVED. SAVED A LOT OF BUSINESSES IN THE WINNEBAGO POOL.

IT WOULD SEEM THEY WOULD BE THE NEXT IN LINE AS FAR AS ABILITY TO HANDLE THE SYSTEM.

Management agency: New Regional Authority

NEED FOR BALANCE AND AVOIDANCE OF CATERING TO ONLY 1 OR 2 INTERESTS.

A NEW REGIONAL AUTHORITY, PROPERLY FUNDED, COULD VIEW THEIR TASK AND AUTHORITY WITHOUT PREJUDICE.

WOULD BE IMPORTANT TO ALL CONCERNED.

WHATEVER ENTITY IS IN CHARGE, A COMPLETELY IMPARTIAL MANAGEMENT AGENCY IS A MUST. THE WDNR IS NOT A SATISFACTORY OPTION.

NEED SOMEONE TO PLAN FOR AND MAINTAIN SYSTEM WHO DOESN'T HAVE PERSONAL REASONS FOR CONTROL.

AN AUTHORITY WOULD PRESUMABLY BE BALANCED TO REFLECT ALL INTERESTS.

LOCAL GOVERNMENTS HAVE TOO MANY SPECIAL INTERESTS, DNR IS A SINGULAR INTEREST GROUP, CONSERVATION AND PRIVATE INDIVIDUAL IS A SINGLE PURPOSE INTEREST GROUP.

TOO VAST AN AREA FOR ANY OF THE OTHER THREE TO HANDLE.

MORE NEUTRAL.

MUST MAINTAIN IMPARTIAL CONTROL OVER THE WATER LEVEL AND DNR HAS TOO GREAT OF AUTHORITY AND POWER AND CONTROL OF WISCONSIN RESOURCES.

PRIVATE INDUSTRIAL INTERESTS WOULD NOT BE SO CONCERNED WITH THE ECOLOGY ASPECTS. LOCAL GOVERNMENTS HAVE SHOWN THEY CAN'T ALWAYS WORK TOGETHER. I DON'T HAVE CONFIDENCE IN THE DNR'S ABILITY TO HANDLE IT.

BECAUSE THIS WOULD BE THEIR ONLY RESPONSIBILITY THEY WOULD BE ABLE TO DEVOTE THEIR ENERGIES TO UPKEEP, STAFFING, FEES, CHARTS, ETC., WITHOUT BEING SPREAD TOO THIN.

I FEEL THAT THE REGIONAL AUTHORITY WOULD SERVE AS AN UNBIASED MANAGER OF THE SYSTEM WITH ALL INTEREST GROUPS BEST SERVED.

ECONOMICS FOR ALL.

RID THE SITUATION OF POLITICS.

ACTUALLY I WOULD CHOOSE TO HAVE THE CROPS OPERATE THE FOX RIVER SYSTEM.

COOPERATION AND EQUITABLE SUPPORT.

YOU WOULD HAVE A REGIONAL CONTROL.

DNR NOT QUALIFIED IN CERTAIN ASPECTS. TOO VAST FOR LOCAL GOVERNMENT

A REGIONAL AUTHORITY WOULD HANDLE THE WHOLE SYSTEM. UNDER GUIDE LINES SET UP BY THE DNR. IF LOCAL, I DONT THINK IT WOULD BE CONSISTENT.

Management agency: New Regional Authority (cont'd)

MOST LIKELY TO BE NONBIASED TOWARDS THE REAL NEEDS.

THE DNR WOULD LOWER WATER LEVELS.

TOO BIG A PROJECT TO DEPEND ON VOLUNTEERS OR GOVERNMENTAL GROUPS WHICH HAVE OTHER RESPONSIBILITIES. DAMS AND WATER LEVEL MUST BE MAINTAINED FOR PAPER INDUSTRY. BOATING AND TOURISM HAVE A COMMERCIAL VALUE.

FEEL THEY WOULD DO A MORE THOROUGH OVERALL JOB WITH GREATER DEDICATION.

REGIONAL AND LOCAL GOVERNEMNTS ARE MORE CONCERNED.

A FRESH APPROACH TO PROBLEMS FROM NEW PEOPLE.

IT WOULD MERGE PUBLIC AND PRIVATE FUNCTIONS-PLEASE NO MORE DNR! THE LORD GIVETH, THE DNR TAKEN AWAY.

NON PARTISAN.

DNR'S TRACK RECORD.

COORDINATE ALL ASPECTS.

FOR RIVER BASIN AUTHORITY.

LOCAL GOVERNMENT NOT EFFECTIVE. DNR VIEW TOO LIMITED. PRIVATE INDUSTRIAL CORPORTION MAY NOT REFLECT VARIOUS INTERESTS.

THERE ARE MANY ENTITIES THAT RELY ON THE FOX WATERWAYS AND NO ONE ENTITY SHOULD CONTROL THE WATERWAYS TO THEIR ADVANTAGE.

THE DNR IS A REGULATORY ENTITY. SHOULD NOT HAVE CONTROL OF COMPLETE PROJECT.

THEY REPRESENT THE PEOPLE OF THE AREA WHO HAVE THE INTEREST OF WATERWAY AT HEART.

A NEW REGIONAL AUTHORITY COULD BE TOTALLY OBJECTIVE AND REPRESENT ALL INTERESTS.

THE WHOLE REGION BENEFITS FROM THE MONEY BEING EXCHANGED AROUND THE LOCKS.

TO REMOVE THE SYSTEM FROM POLITICAL CONSIDERATION.

DNR HAS TOO MUCH CONTROL AND AUTHORITY OVER OUR LAND AND WATERWAYS SYSTEM.

TO GET A MIX OF INTERESTED USERS OF THE SYSTEM.

SOME GROUP THAT SPECILIZES IN THESE WATERWAYS WITH THEIR OWN INTERESTS AT HEART.

Management agency: New Regional Authority (cont'd)

HOPEFULLY IT WOULD NOT HAVE ANY SPECIAL INTERESTS INVOLVED.

NEED INDEPENDENT CONTROL WITH AUTHORITY OVER WHOLE SYSTEM.

WE WANT SOMEONE WHO IS INTERESTED IN THE BOATING INTERESTS AND PROPERTY VALUES.

ANY NEW MANAGEMENT MUST HAVE ONLY ONE GOAL, NOT HAVE TO ANSWER TO ANYONE WITH OTHER INTERESTS.

BEST CHANCE FOR FINANCIAL SECURITY IN LONG TERM VIEWING.

NO ONE IS EQUIPPED. WE NEED MORE INFORMATION. I DON'T WANT ANYONE ELSE BUT A NEW REGIONAL AUTHORITY.

DNR IS TOO POLITICAL AS WELL AS LOCAL GOVERNMENT.

THE OTHERS CAN'T SEEM TO ACCOMPLISH WHAT THE PUBLIC WANTS AND NEEDS.

NON-PARTIAL TO SPECIFIC INTERESTS.

HAVE A NON-BIASED PURPOSE.

DEDICATED PURPOSE, WITH OVERALL PROJECT CONTROL.

HOPEFULLY THERE WOULD BE NO CONFLICT OF INTEREST.

WE NEED GOVERNMENT AND PRIVATE INDUSTRIAL CORP FOR MANAGEMENT OF THE SYSTEM.

NEED CENTRALIZED CONTROL BUT NOT DNR.

REPRESENTATIVES OF ALL INTERESTS COULD BE PART OF THE AUTHORITY.

IT NEEDS TO BE AN ORGANIZATION THAT HAS THE EXPERTISE AND OBJECTIVITY TO BALANCE THE USES AND BENEFITS OF THE RIVER AND LOCKS SYSTEM.

REGIONAL AUTHORITY WOULD BEST UNDERSTAND WHOLE PICTURE-COULD USE DNR STAFF ALSO.

FOX RIVER BASIN AUTHORITY IS THE LOGICAL NEUTRAL SUCCESSOR TO THE CORPS. COULD REPRESENT AND BALANCE THE COMPETING INTERESTS. NO OTHER LISTED ENTITY WOULD BE APPROPRIATE.

A REGIONAL AUTHORITY COULD CORRECTLY DETERMINE PRIORITIES AND USE DNR

ENVIRONMENTAL SUPPORT STAFF AND UWGB ENVIRO. STAFF.

AN AUTHORITY WHOSE MAIN INTERESTS AND RESPONSIBILITY IS THE RIVER AND THE DEVELOPMENT THEY COULD DO ALONG THE RIVER.

Management agency: New Regional Authority (cont'd)

BECAUSE I BELIEVE IT WOULD BEST ENCOMPASS ALL USERS OF THE SYSTEM.

IT IS A REGIONAL ASSET AND PROBLEM.

INVOLVES LOCAL CITIZENS' ORGANIZATIONS ALREADY IN PLACE.

CAN REPRESENT ALL USERS EQUALLY.

NEEDS TO BE RUN AS NON-PROFIT FOR THE PUBLIC GOOD (NO PRIVATE INDUSTRIAL CORP.). CAN'T TRUST THE DNR. NEED CONTINUITY OF MANAGEMENT, LOCAL GOVERNMENT FRAGMENTED.

THEIR SOLE PURPOSE WOULD BE WATER CONTROL. THE OTHERS HAVE MANY MORE INTERESTS.

THE FOX/WINNEBAGO POOL WOULD BE THEIR TOP PRIORITY. WITH THE OTHERS IT WOULD BE 2ND, 3RD, OR WHO KNOWS?

THIS ORGANIZATION WOULD BEST REPRESENT THE BOATS, WHICH THE DNR DOES NOT.

HOPEFULLY THERE WOULD BE NO CONFLICT OF INTEREST.

BECAUSE THE DNR HAS WAY TOO MUCH AUTHORITY NOW. LOCAL GOVERNMENTS ARE ALREADY HARD PRESSED. PRIVATE INDUSTRY WOULD MAYBE USE IT AS AS MONEY MAKER.

I FEEL THAT THEY WOULD HAVE EVERYONE'S INTEREST IN MIND AND NOT JUST A FEW OF US AS SOME OF THE OTHERS DO NOW.

AN OVERALL VIEW MUST BE ABLE TO BE USED TO EVALUATE ALTERNATIVE SOLUTIONS AND AFFECTS ON ALL USERS.

IT WOULD PROVIDE AN UNBIASED OPERATING AUTHORITY.

IF THE PROJECT IS NO LONGER A FEDERAL INTEREST, IT SHOULD CERTAINLY BE OF THE STATE. A NEW AUTHORITY COULD REFLECT ALL THE INTERESTS, WHERE THE DNR COULD NOT.

THERE SHOULD BE A SPECIFIC AUTHORITY FUNDED BY THE GOVERNMENT TO HANDLE ONLY THE SPECIFIC NEEDS OF THE PROJECT AND WISCONSIN WATERWAYS.

A NEW REGIONAL AUTHORITY WOULD REPRESENT ALL INTEREST GROUPS.

LACK OF OTHER INTERESTS TO SERVE.

MUST BE CONTROLLED BY INDEPENDENT ENTITY BECAUSE OF DIFFERENT INTERESTS TO BE CONSIDERED.

I FEEL A NEW INDEPENDENT AUTHORITY COULD BEST MANAGE THE SYSTEM IN THE BEST INTERESTS OF EVERYONE CONCERNED. I THINK DNR, LOCAL OR PRIVATE CORPS WOULD END UP CATERING TO SPECIAL INTEREST GROUPS.

Management agency: New Regional Authority (cont'd)

A GROUP OF REGIONAL INTERESTS WOULD OPERATE THE SYSTEM IN A WAY THAT WOULD BENEFIT EVERYONE.

THEY KNOW WHAT IS NEEDED.

NONE OF THE EXISTING GOVERNMENT DEPARTMENTS REALLY KNOW THE SYSTEM.

Management agency: Local Government

DNR HAS TOO MUCH CONTROL - ONLY THINK OF FISHING AND HUNTING INTERESTS.

LOCAL GOVERNMENTS BECAUSE (WITH FINANCIAL HELP FROM THE OTHER GROUPS) OF THE LOCAL INVOLVEMENT OF THIS AREA IT COULD BE BETTER CONTROLLED.

FOR BETTER CONTROL AND PROPER PREVENTATIVE MAINTENANCE OF LOCK SYSTEM AFTER THE LOCKS ARE RESTORED TO OPERATIONAL CONDITION BY THE CORPS OF ARMY ENGINEERS.

EASY INPUT BY TAX PAYERS.

THEY SHOULD HOPEFULLY, RESTORE AS MUCH AS POSSIBLE FOR INFLEXING MORE MONIES IN THE STATES.

KNOW THE INTEREST OF THE CITY.

SEEMS THE PEOPLE RUNNING LOCAL GOVERNMENT ARE THE CLOSEST TO EACH INDIVIDUAL PROBLEM, THEREFORE THEY WOULD WORK HARDEST TO PROTECT EACH ONE.

THEY KNOW OF THE WATER NEEDS IN THE AREA.

LOCAL AND FEDERAL AND STATE SHOULD ALL BE INVOLVED.

CONTROLLED AND FOR BENEFIT OF LOCAL PEOPLE.

THE LOCAL GOVERNMENT ALREADY TAKES CARE OF EVERYTHING ELSE, WHY NOT THIS TOO?

LOCAL GOVERNMENT KNOWS IMPORTANCE TO THEIR AREA.

CLOSEST TO THE NEEDS.

THEY ARE CLOSE AND SHOULD BE RESPONSIBLE IF THE GOVERNMENT PULLS OUT. THE LOCAL GOVERNMENT DOES PROSPER FROM THE TAXES FROM COMPANIES USING DAMS.

Management agency: Private Industrial Corporation

PROFIT MOTIVE.

Management agency: Private Industrial Corporation (cont'd)

THERE IS NO PRESENT UNIT WITH KNOWLEDGE AND EQUIPMENT TO HANDLE THE PROJECT OTHER THAN THE CORPS.

THE CORPS OF ENGINEERS ARE THE ONLY ONES WITH THE EQUIPMENT AND KNOWLEDGE TO DO THE JOB.

COST EFFECTIVENESS.

THE COST WOULD BE LESS AND WE WILL HAVE PEOPLE WORKING FOR PEOPLE AND KNOWING WHATS GOING ON.

TO BE DEVELOPED AS A TOURIST AREA.

DNR HAS NO INTEREST TO INDUSTRY, PROPERTY EROSION OR BOATERS, I DON'T

FEEL THE CORPS DOES EITHER.

THEY ARE AFFECTED THE MOST AND HAVE THE MOST TO GAIN, THEY WOULD ALSO MAKE SURE THINGS OPERATE PROPERLY.

PRIVATE INDUSTRY USUALLY WORKS MORE EFFICIENTLY .

PRIVATE BUSINESS CAN PROBABLY DO IT MORE ECONOMICALLY.

APPENDIX

VI

RESPONSES TO THE INFORMATION FORM QUESTIONNAIRE

Question 5. General Comments (about any aspect of the issue).

IN RESPONSE TO QUESTION NO. 5, IT IS OF UTMOST IMPORTANCE TO HAVE WATER LEVELS MAINTAINED FOR HYDROELECTRIC PLANTS, PAPER MILLS AND OTHER INDUSTRIES ALONG OUR BEAUTIFUL WATER SYSTEMS FOR A SOUND ECONOMIC IMPACT FOR OUR LOCAL COMMUNITIES, AND ALSO FOR WILDLIFE. IT IS ALSO VERY IMPORTANT TO MAINTAIN THE LOCKS AND DAM SYSTEMS FOR FISHERMEN, BOATERS AND HUNTERS. WE ALWAYS HEAR THAT COMMERCIAL TRAFFIC ON THE FOX RIVER HAS STOPPED. NO MORE COAL BARGES OR BARGES CARRYING LARGE ITEMS TO OUR PAPER MILLS. HOW MUCH MONEY WAS REALLY SPENT IN OUR LOCAL COMMUNITIES BY THIS TYPE OF COMMERCIAL TRAFFIC? WELL, I FOR ONE DON'T THINK THE COMMERCIAL TRAFFIC HAS STOPPED. WHERE DO OUR FISHERMEN AND BOATERS BUY THEIR BOATS, MOTORS, FISHING AND SPORTING EQUIPMENT? WHERE DO THEY HAVE THEIR EQUIPMENT MAINTAINED? WHERE DO THEY BUY THEIR GASOLINE AND OIL? WHERE DO THEY STOP TO EAT WHILE BOATING OR FISHING? WHERE DO HUNTERS BUY THEIR GUNS AND AMMUNITION FOR DUCK HUNTING? GUNS, BOATS, MOTORS, MAINTENANCE, FISHING EQUIPMENT, BAIT, LIFE JACKETS, PATRONIZING RESTAURANTS, ETC., ETC. I COULD GO ON. TO ME THIS IS COMMERCIAL TRAFFIC AND HAS A MAJOR IMPACT ON OUR LOCAL ECONOMY. WITHOUT PROPER WATER CONTROLS, THIS IS LOST. I UNDERSTAND THAT THE STATE OF MICHIGAN WOULD BE HAPPY TO HAVE A FOX RIVER AND WINNEBAGO SYSTEM LIKE WE HAVE. THEY DO THINGS FOR THEIR INDUSTRIES, BOATERS, FISHERMEN AND HUNTERS AND CAN SEE THE IMPACT ECONOMICALLY FOR THE LOCAL COMMUNITIES ALONG THEIR RIVER SYSTEMS. BELIEVE IT OR NOT, I THINK THAT ALL OF THE TAX FROM GASOLINE PURCHASED BY BOATERS AND FISHERMEN GOES BACK INTO THE WATER SYSTEMS, MARINAS, LANDINGS, ETC. WHERE DOES WISCONSIN'S BOATING GAS TAX GO??? BACK INTO HIGHWAYS???

COE MUST NOT BE ALLOWED TO ABANDON THIS PROJECT.

IT SEEMS WE ARE QUESTIONING IF WE CAN AFFORD TO KEEP THE LOCKS AND DAMS IN FULL OPERATION. CONSIDER, REVENUES GENERATED BY INDUSTRY, TOURISM, BOAT AND ACCESSORY SALES, RESTAURANTS/HOTELS, FISHING, DOCKAGE FEES, GAS, SALES AND ROAD TAX, HYDRO-ELECTRIC, WATER SUPPLY. NOW THROW IN THE ASPECTS OF FLOOD CONTROL, WILDLIFE AND RECREATION. IT SEEMS TO ME THAT WE CAN'T AFFORD NOT TO KEEP THE SYSTEM IN FULL OPERATION.

THIS PROJECT SEEMS MORE IMPORTANT THEN MANY THE CORPS IS INVOLVED WITH. FLOOD CONTROL AND DAM OPERATION SHOULD BE THE MINIMUM OF FEDERAL CONCERN. THIS IS JUST ANOTHER EXAMPLE OF WISCONSIN BEING SHORT CHANGED BY THE FEDERAL GOV. IF OPERATION OF THE LOCKS IS NOT DONE BY THE CORPS, THE STATE OF WISC. MUST, DUE TO THE BROAD INTEREST OF ALL. THE STATE SHOULD UTILIZE FUNDS COLLECTED FROM BOATERS NOW SUCH AS GAS-ROAD TAX, REGISTRATIONS, AND SALES TAX.

TAKE A LOOK AT OUR NEIGHBOR STATE MICHIGAN. THEY DEVELOPED THEIR OWN WATERWAYS COMMISSION FUNDED BY THE GOVERNMENT. THEY ARE DOING AN EXCELLENT JOB WITH THE RESOURCES AVAILABLE. WISCONSIN COULD FOLLOW IN THAT LINE AND USE THE WISCONSIN WATERS TO OUR BEST ADVANTAGE.

THE FOX RIVER SYSTEM IS AN EXTREMELY VALUABLE RESOURCE TO THE ENTIRE REGION. THE FEDERAL GOVERNMENT SHOULD NOT BE ALLOWED TO ABANDON IT.

LOCKS NEED DEVELOPMENT AS A TOTALITY. AS A SYSTEM THAT'S BEAUTIFUL AND INVITING TO PEOPLE. LOCKS NEED FINANCIAL SECURITY AND FEDERAL MAINTENANCE. CROCHE NEEDS A COFFER DAM BY FALL OF '90 OR SOONER.

CORP OF ENGINEERS SHOULD CONTINUE ITS RESPONSIBILITY.

WE NEED HELP IN WASHINGTON!

THE FEDERAL GOVERNMENT BAILED OUT CHRYSLER CORP. THEY SPEND MONEY IN EVERY OTHER STATE, THERE IS NO REASON WE IN WISCONSIN CAN'T GET SOME RETURN ON OUR TAX DOLLAR. MAYBE, WE NEED NEW REPRESENTATION IN WASHINGTON. TOBY ROTH DOES NOTHING FOR US.

THE CONSTRUCTION INDUSTRY WAS NOT MENTIONED IN VALUE TO LOCAL GOV. AZCO-HENNES, O.J. BOLDT, C.R. MEYER ALL WITH MULTI MILLION DOLLAR PAYROLLS, WOULD CEASE TO EXIST IF PAPER INDUSTRY CANNOT CONTINUE TO EXPAND IN THE VALLEY.

SOMETHING MUST BE DONE SOON.

THE PUBLIC MUST BE EDUCATED AND INFORMED THAT CARING FOR THE WATER SYSTEM SUPPORTS INDUSTRIES, RECREATION, HYDROPOWER, WILDLIFE HABITAT AND THE WELFARE OF THE CITIES IN OUR VALLEY.

TOO MUCH DELAY IN ACTION RELATED TO THIS SUBJECT. WISCONSIN REPRESENTATIVES SHOULD INSIST THAT THE DAMS ARE FEDERALLY REGULATED AND FUNDED.

I DON'T UNDERSTAND WHY THE U.S. ARMY CORP SHOULD BE ALLOWED TO DISPOSE OF THE FOX RIVER. WHEN I LOOK AT WHAT THE CORP DOES IN OTHER STATES THIS OPERATION IS PEANUTS. IF IT IS FEDERAL FUNDING THAT IS THE QUESTION, WHY NOT MAKE IT A NATIONAL PARK TO PRESERVE THE HERITAGE, IT HAS BEEN DONE IN OTHER STATES.

100 YEARS OF SUPERIOR RESULTS CAN NOT BE LET GO. BILLIONS OF DOLLARS AND FUTURE GENERATIONS OF GOOD LIFE DEPEND ON THE FOX AND LAKE WATERWAYS. IS NOT THE RECREATIONAL BOATING ON THESE WATERWAYS COMMERCIAL?

RECREATION AND WILDLIFE SUPPORT MUST CONTINUE OR RIVER WILL BECOME A SEWER.

KEEP WINNEBAGO FOR BOATERS.

WHY HAVE YOU NOT WORKED TO HAVE LAW CHANGED DESIGNATING PURPOSE FOR CORP? THAT IS WHAT CAN REALLY GIVE THE REASON FOR FUNDING.

THE USA COE IS RESPONSIBLE FOR CONTROL OF WATERWAYS. NAVIGATION IS THE SMALLEST IMPACT OF THE FOX WOLF. WATER SUPPLY IN SUFFICIENT QUANTITY IS THE LIFE BLOOD OF THIS RIVER SYSTEM FOR THE ECONOMIC HEALTH OF THE VALLEY.

THE CORPS OF ENGINEERS IS THE MOST EXPERIENCED, THEY KNOW ALL THE CONSTRUCTION AND MAINTENANCE ASPECTS AND THE ROUTINE OF OPERATION. THEY WOULD DEFINITELY BE DEPENDABLE WITHOUT ANY SELF GAIN.

BOATER FEES AND FUEL TAXES SHOULD BE USED TO MAINTAIN AND OPERATE WATERWAYS AND HARBORS.

USE BOATER FEES AND FUEL TAX TO FINANCE OPERATIONS.

I THINK THE CORP'S OF ENGINEERS SHOULD PAY SEVENTY-FIVE PERCENT OF THE COST. WISCONSIN IS ONE OF THE LOWEST STATES TO RECEIVE FUNDING FROM THE FEDERAL GOVERNMENT.

THIS INFORMATIONAL MEETING WAS A REAL EYE OPENER FOR ME. THANK YOU FOR THE INTO THAT GOES WAY BEYOND THE SPORT AND REC. AREA OF OUR WATERWAYS!

LETS BE REALISTIC - THIS WATERWAY IS SO PRECIOUS TO ALL IN THE AREA - NOT ANY SPECIAL GROUP OR PURPOSE. WITH THE BILLIONS OF DOLLARS SPENT IN FOREIGN AID - LETS MAKE SURE LEGISLATION IS PASSED TO KEEP THIS "GEM" IN OPERATION - IT HAS TO BE DONE.

WHAT'S HAPPENED TO ALL OUR WIS. TAX MONEY PAID TO THE CORP SINCE 1957, TO MAINTAIN THIS SYSTEM? IS IT POSSIBLE TO GET AN HONEST ANSWER?

IF THE STATE WOULD TAKE AN ACTIVE PART IN RESTORING USE OF LOCKS AND WATERWAYS. FORMING A PARK SYSTEM, IT WOULD HELP TOURISM AND BE PARTIALLY SELF SUSTAINING.

WE ALSO NEED TO BUILD THE BOAT LIFT TO OPEN THE RIVER TO NAVIGATION FROM UPPER FOX TO GREEN BAY.

ANYONE WHO WAS LISTENING INTENTLY AT THE CENTRE MEETING COULD CLEARLY GET THE OPINION OF COLONEL JOHN GLASS THAT THE CORP CAN SEE OUR FOX RIVER PROBLEMS AND CAN RECTIFY THEM BUT THEIR HANDS ARE TIED BY THE WASHINGTON BUREAUCRATS. LIKE PAUL STEVENSON, THE COUNTY EXECUTIVE, SO PLAINLY STATED--WE HAVE A NAME CHANGE TO ENCOUNTER FROM COMMERCIAL TO WHATEVER--SO THE PRESENT PATIENT THAT IS SICK AND DESPERATELY WANTS TO LIVE CAN GET THE HELP OF THE RIGHT DOCTORS, IN THIS CASE THE CORPS OF ENGINEERS. I AM AGAINST PAWNING OFF THE LOCKS TO ANYONE IN THEIR PRESENT CONDITION. INCIDENTLY, I WAS HELD CAPTIVE IN THE BOTTOM OF ONE OF THESE LOCKS A FEW YEARS AGO BECAUSE THE HINGES BROKE ON A GATE. THE WATER WENT OUT--WRECKERS AND WELDERS CAME IN TO REPAIR THEM, WHILE SOMEONE WAS KIND ENOUGH TO TOSS A HOTDOG AND COKE TO ME DURING THE ORDEAL. I DO NOT NEED TO ENLARGE ON THE LOCK CONDITION. I AM ALSO A MEMBER OF THE ORIGINAL SEA LAMPREY TASK FORCE UNDER THE DIRECTION OF MR. HIGGS AT GREEN BAY.

FEDERAL GOV'T SHOULD FUND. REGIONAL AUTHORITY CONTROL THE FOX RIVER (AND WOLF) FLOWAGES.

FORMING A WATERWAY COMMISSION SIMILAR TO THE HIGHWAY COMMISSION SHOULD BE THE #4 ON ITEM 4.

FORMING A WATERWAY COMMISSION WOULD BE A NEW POSSIBILITY!

THE REASON THE LOCKS ARE BEING CLOSED IS BECAUSE THERE IS NO FINANCIAL SUPPORT. THE SEA LAMPREY AND MOST OTHER EXCUSES IS IN MY MIND CONSIDERED BULL.

IT'S TIME THE CITIZENS OF WISCONSIN GET SOME RETURN ON THEIR TAX DOLLAR. THIS IS AN IMPORTANT AND ESTABLISHED SYSTEM THAT MUST CONTINUE TO OPERATE. NOT ONLY FOR BOATERS BUT ALL RESIDENTS OF THE STATE. WHAT WE ALREADY HAVE, WE CAN NOT LET THEM TAKE AWAY.

SINCE THE LOCKS ARE CLOSED; I WOULD LIKE TO HAVE DREDGING AND WATERWAYS ON THE WOLF RIVER CLEARED TO NEW LONDON.

I THINK THAT EVEN THE IDEA OF FEDERAL GOV'T PULLING OUT IS RIDICULOUS. IF THE MONEY SPENT ON SURVEYS WAS SPENT ON DOING THE WORK - IT WOULD BE DONE!

ADDITIONAL FUNDS TO PROVIDE A MEANS OF NAVIGATION TO GREEN BAY - MAINTAIN WATER LEVELS

THE SYSTEM HAS MUCH POTENTIAL TO ALL USERS - FISHING - HUNTING - BOATING AND TOURISM. LET'S DEVELOP IT.

THIS IS AN IMPORTANT WATERWAY FOR ALL CITIZENS OF WISCONSIN WHETHER IT BE FOR COMMERCIAL, PRIVATE USE ENVIRONMENT ECONOMY MONETARY VALUE FOR ALL WIS. RESIDENTS.

THE CONTINUED PRESENCE OF THE CORP OF ENGINEERS IS ESSENTIAL. HOWEVER, GIVEN BUDGET CONCERNS AND TRENDS PARTICIPATION OF STATE AND LOCAL GOVERNMENTS WILL BE NECESSARY. THE CONTINUATION OF THE LOCK SYSTEM (INCLUDING A LIFT AT RAPIDE CROCHE) IS MOST DESIRABLE.

IT SEEMS TO ME THAT IT IS A SHAME THAT THE LOCKS ARE CLOSED AND THAT THE CORPS WANTS TO PULL OUT.

WISCONSIN MUST KEEP THE FEDERAL FUNDING - THE MONEY WILL LEAVE THE STATE AND NEVER RETURN - WE MUST GET OUR FAIR SHARE!

THE NUMBER ONE PRIORITY MUST BE TO KEEP THE CORP OF ENGINEERS INVOLVED ALONG WITH FEDERAL FUNDING.

LOCKS SHOULD BE RESTORED AND PLACED BACK IN OPERATION TO PRESERVE THE HERITAGE AND QUALITY OF LIFE.

THE CORPS IS NEEDED AND SHOULD RE-DEFINE "COMMERCIAL". THE FOX RIVER AND LAKE WINNEBAGO SYSTEM IS VALUABLE TO INDUSTRY, TOURISM, RECREATION, AND WATER LEVEL CONTROL.

WHY SHOULD THE CORPS USE THE ISSUE WHEN NAVIGATION CHANNELS HAVE NOT BEEN DREDGED SINCE THE 1960'S. EXAMPLE - ROUGH FISH BOAT FROM GREEN BAY TO OSHKOSH - 51 TIMES STUCK. HOW CAN YOU COUNT BOATS UNDER THESE CONDITIONS?

THIS WATERWAY SHOULD BE MAINTAINED IN HISTORICAL VALUE BUT MOST IMPORTANTLY ON VALUE TO RECREATION WHICH IS AS IMPORTANT COMMERCIALLY AS BOAT TRANSPORTING FREIGHT WAS BACK IN THE 1850'S AND LATER. RECREATION IS IMPORTANT AND WILL BECOME EVEN MORE AS PEOPLE WORK LESS HOURS.

HAS ANY THOUGHT BEEN GIVEN TO THE U.S. PARKS SERVICE TAKING OVER- OVERALL MANAGEMENT RESPONSIBILITIES OR PERHAPS RECLAMATION UNDER INTERIOR.

THE VALUE OF REAL ESTATE CAME UP PUBLICLY FOR THE FIRST TIME AT TONIGHT'S DISCUSSION. I THINK THIS IS ONE OF THE MOST VITAL ISSUES THAT WOULD BE AFFECTED BY SOME OF THE PROPOSALS BEING MADE (WE CAN ALWAYS BOAT AND FISH SOMEWHERE ELSE).

WE OPERATE PIONEER HARBOR AND FOX RIVER MARINA. WE ARE LOSING MANY BOATERS AS A RESULT OF CLOSING ONE LOCK. THE ECONOMIC LOSS TO OUR COMMUNITY IS GREAT.

IT IS THE RESPONSIBILITY OF THE FEDERAL GOVERNMENT TO BRING THE SYSTEM UP TO STANDARD AFTER MANY YEARS OF NEGLECT. THE USAGE IS GROWING. THE ECONOMIC IMPACT OF BOATING MUST BE VERY SUBSTANTIAL. WE NEED TO PROMOTE TOURISM IN THIS AREA AND THE WATERWAY IS A MAJOR ASSET.

I THINK THIS MUST HAVE CO-OP OF FEDERAL, STATE AND LOCAL GOVERNMENTS.

RESTORATION AND MAINTENANCE OF THE WATERWAY CAN ONLY BENEFIT FUTURE GENERATIONS AS FAR AS TOURISM AND OTHER ASPECTS ARE CONCERNED. CLOSING THEM WILL MEAN NO MAINTENANCE AND RAPID DETERIORATION DEVELOPING INTO AN EYESORE.

I MAY BE BIAS, BUT OWNING A LARGE BOAT IN THIS AREA WAS GREAT. THE LOCK TRIPS WE TOOK 3-4 TIMES A SEASON WAS VERY ENJOYABLE. I HAVE SINCE MOVED BY BOAT TO STURGEON BAY WHERE RIVER BOATING IS NON-EXISTENT. IF LOCKS WERE TO REOPEN I CERTAINLY WOULD MOVE BACK. JUST TO LET YOU KNOW, I THOUGHT THE INFORMATIONAL FORUM WAS EXCELLENT!

THIS HAS BEEN HERE FOR 100 YEARS AND IT WOULD BE SHAMEFUL NOT TO CONTINUE FOR YEARS TO COME.

A LONG TERM APPROACH IS NEEDED TO BALANCE THE SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS OF THE FOX RIVER SYSTEM WITH A MINIMUM ADVERSE EFFECT ON THE VARIOUS INTERESTS INVOLVED.

NAVIGABILITY OF WATERWAYS, CONTROL OF WATER LEVELS AND FLOOD CONTROL ARE HISTORICALLY AND APPROPRIATELY GOVERNMENTAL FUNCTIONS AND BECAUSE EFFECTS ARE INTERSTATE, ARE FUNCTIONS WHICH ARE PROPERLY ASSIGNED TO FEDERAL AUTHORITY, I.E. THE U.S. ARMY CORPS OF ENGINEERS.

THE ARMY CORP OF ENGINEERS HAS NOT PROVEN THE LACK OF VALUE OF THIS SYSTEM. WE MUST MAKE OUR ELECTED OFFICIALS AWARE OF THE FACT THAT WE NEED THEIR HELP IN PRESSURING THE CORP TO REMAIN AS A WILLING PARTICIPANT.

THERE ARE SPECIAL INTERESTS INVOLVED SHOULD THE DNR TAKE OVER.

IF THE CORPS DOES PULL OUT, THE SYSTEM SHOULD BE PUT IN TOP NOTCH CONDITION FIRST.

IT WOULD NEVER MAKE SENSE TO CLOSE THE LOCKS ON THIS VERY PRODUCTIVE RIVER WHICH PROVIDES A SOURCE OF ENERGY FOR MORE THAN PLEASURE.

WE MUST MAINTAIN THIS VERY IMPORTANT NATURAL RESOURCE. THE LAKE SYSTEM IS VERY IMPORTANT TO THE ECONOMY OF THE ENTIRE AREA. WITHOUT A VIABLE LAKE SYSTEM THE ENTIRE VALLEY WILL LOSE AND THE NATION WILL LOSE ONE OF THE LARGEST RIVER SYSTEM IN AMERICA.

THE CORP COULD BE ASSISTED BY FEDERAL, STATE, COUNTY AND LOCAL RECREATIONAL, HISTORIC, MARINE, ENVIRONMENTAL AND OTHER LAND AND WATER USE GROUPS IF THE U.S. CORPS CONTINUED AND RESTORE MANAGEMENT.

THE CORPS OF ENGINEER SHOULD NOT LEAVE THE SYSTEM, NOT JUST BECAUSE I SUPPORT THE BOATING ISSUE BUT BECAUSE OF THE OVERALL SITUATION THAT WE COULD BE LEFT WITH SOMETHING WE COULD NOT FINANCIAL CONTROL AND HAVE THE PROPER KNOW HOW.

THIS IS A VERY IMPORTANT PART OF THE VALLEY. THE SIZE AND MAGNITUDE DEFINITELY NEED THE EXPERIENCE AND MONEY OF PREFERABLY THE CORP AND SECOND THE STATE WITH THE HELP OF THE CORP.

WE NEED A STRONGER STAND FROM OUR ELECTED FEDERAL OFFICIALS. WHAT I SAW THE NIGHT OF 8/23/88 CONFIRMS WHY WISCONSIN IS DEAD LAST IN GETTING MONEY BACK FROM WASHINGTON - WHAT A BUNCH OF COMPROMISING "WEAK SISTERS", KASTEN = A STATEMENT WRITTEN BY AN 8TH GRADE STUDENT COUNCIL CANDIDATE, ROTH = REMEMBER TO VOTE FOR ME FOLKS, PETRI = OH DEAR, WE CAN'T FIGHT WITH WASHINGTON - LET'S COMPROMISE.

THE DNR HAS NOT COVERED ITSELF WITH GLORY IN SOME PAST RESPONSIBILITIES.

THIS WHOLE SYSTEM HAS BEEN HANDED DOWN TO THIS GENERATION. WE CERTAINLY SHOULD PRESERVE IF FOR THOSE WHO FOLLOW US. THE WHOLE AREA HAS BECOME DEPENDENT ON ITS USAGE AND WE SHOULD CONTINUE TO UPGRADE IT - NOT LET IT DETERIORATE!!

I UNDERSTAND THE CORPS HAS BEEN ALLOCATED FUNDS FOR THIS PROJECT - \$15 MILLION WORTH SINCE 1972. WHERE HAS THE MONEY BEEN SPENT - HERE OR ELSEWHERE? IT IS IMPERATIVE THAT WE USE WHATEVER MEANS NECESSARY AT WHATEVER LEVEL TO KEEP THE CORPS HERE!!

MAINTAIN PROPER WATER LEVEL FOR BOATING AND MAINTAIN THE LOCK SYSTEM. MAINTAIN THE MARKED WATERWAYS PROPERLY (E.I. BUOY SYSTEM FOR WELL MARKED CHANNELS). WHERE IS OUR BOATING GAS TAX MONEY GOING TO?

I'VE ENJOYED BOATING THE LENGTH OF THE FOX RIVER. BESIDES BEING GREAT FUN IT WAS A WONDERFUL EXPERIENCE OF RE-LIVING HISTORY. I MET OTHER BOATERS FROM AREAS OF WIS. BESIDES THE FOX RIVER VALLEY AND OTHER STATES. THE TOURIST DOLLARS COMING TO THIS AREA IS INVALUABLE. THE FOX, LAKE WINNEBAGO AND GREEN BAY AND LAKE MICHIGAN ARE SOME OF THE MOST BEAUTIFUL WATERWAYS THAT ARE RIPE FOR DEVELOPMENT.

WIS. GOV'T HAS NO CONCERN FOR THE PEOPLE OF WISCONSIN.

WE CAN'T AFFORD TO LOSE ANY PART OF THE VALUABLE WATERWAY.

THE FOX RIVER SYSTEM IS A VALUABLE ASSET TO WISCONSIN FOR TOURISM AND HISTORICAL VALUES.

THE RIVER AND ITS LOCKS ARE A VITAL NECESSITY FOR PRESENT AND FUTURE ECONOMIC SECURITY OF THE AREA.

STATE DID GOOD JOB OF OPERATING LOCKS, BUT SINCE I HAVEN'T SEEN ANY BUDGET FIGURES IT IS DIFFICULT TO DETERMINE FUTURE FEASIBILITY OF OPERATION. IT'S GREAT THAT A LONG RANGE PLAN SHOULD BE WELL THOUGHT OUT, BUT ALL THIS INACTION DOESN'T HELP THOSE OF US WHO NEED TO KNOW IF LOCKS WILL OPERATE AND LIFT BE BUILT IN THE NEAR FUTURE. A TIMETABLE SHOULD BE ESTABLISHED. INOPERATIVE LOCKS MEAN MORE EXPENSIVE MAINTENANCE.

ARMY ENGINEERS ARE NEEDED. DNR IS NOT!!!

VERY IMPORTANT TO OPEN LOCK SYSTEM AND MAINTAIN HIGHER LEVEL OF WATER IN WINNEBAGO FOR EVERYONE BEST INTERESTS.

KEEP CORPS IN FOR REGULATION OF DAMS AND DREDGING OF CHANNELS - LOCKS MUST BE BROUGHT UP TO REPAIRED/OPERATING LEVELS - THEN TURN OVER LOCKS TO STATE - STATE AND LOCAL GOV'TS MUST START PAYING FOR OPERATION AND MAINTENANCE (CHANGE DESIGNATION OF PROJECT - DAMS-FLOOD CONTROL, LOCKS-RECREATIONAL-COMMERCIAL-INDUSTRIAL)

OMRO HAS HAD SIGNIFICANT REGULAR FLOODING. THREATENING LIFE AND DESTROYING PROPERTY. DREDGING AND REMOVAL OF DEAD HEADS WOULD SOLVE THIS PROBLEM AT MINIMAL COST.

CONSIDERATION SHOULD BE MADE ON AN EFFECTIVE WAY TO SOLVE THE OMRO FLOODING.

THIS LOCK SYSTEM WAS BUILT BY WHEELBARROWS AND SHOVELS IN THE 1800'S AND IN NO WAY SHOULD IT BE NOT KEPT IN REPAIR.

A VISIONARY PLAN INCLUDING HISTORIC, RECREATIONAL (BOATING, HIKING, BIKING, ETC.) OPTIONS SHOULD BE CONSIDERED FOR A URBAN PARKWAY WHICH COULD BE TREMENDOUS ASSET FOR LOCAL USE AND TOURISM.

THIS IS A NATURAL WATERWAY. VERY UNIQUE. THE FOX AND NILE ARE THE ONLY NATURAL RIVERS RUNNING NORTH. ALSO FROM HERE IN OUR FOX VALLEY WE ARE ABLE TO GO ANY WHERE IN THE WORLD. THE CORPS HAS TAKEN MILLIONS AND BUILT WATERWAYS WHERE THERE WASN'T EVEN A NATURAL RIVER.

THE COE COULD HAVE A MANDATE FOR RECREATION INSTEAD OF COMMERCIAL USE OF THE SYSTEM - IT MAKES JUST AS MUCH SENSE TODAY.

THE CORPS OF ENGINEERS HAS THE EXPERTISE AND NEUTRAL CONCERNS TO MAINTAIN CONTROL OF THESE WATERWAYS FOR ALL CONCERNED.

CLOSE LOCKS TO PROTECT WINNEBAGO FROM LAMPREY!

IF THE STATE TAKES AN ACTIVE PART IN RESTORING USE OF THE LOCKS AND WATERWAYS - FORMING A PARK SYSTEM, IT WOULD HELP TOURISM AND BE PARTIALLY SELF SUSTAINING.

IF THE CORPS OF ENGINEERS DROPS OUR LOCK SYSTEMS, LET OUR STATE OPERATE THE LOCK SYSTEM UNDER OUR PARK SYSTEM TO PROMOTE CAMPING AND OVERNIGHT STOPS WITHIN OUR LOCKAGE AREA.

WISCONSIN HAS SO MUCH GOING FOR IT - I CANNOT SEE HOW THIS SITUATION HAS EVEN BEEN ALLOWED TO GO THIS FAR.

THE CORPS OF ENGINEERING CERTAINLY IS MOST FAMILIAR WITH THE CURRENT PROBLEMS AND WITH PROPER FUNDING COULD COLLECT SAME.

I'VE HAD A BOAT THE PREVIOUS 3 YEARS AND HAVE TRAVELLED THE LOCK SYSTEM 3-4 TIMES ROUND TRIP PER YEAR. AS I DON'T HAVE A TRAILER FOR MY BOAT, ACCESS TO GREEN BAY AND GREAT LAKES IS CUT OFF WITH THE LOCKS CLOSED. IF THE CONSTITUTION CAN BE AMENDED - WHY NOT THE CORPS OF ENGINEERS DUTIES? OUR FEDERAL GOVERNMENT REPRESENTATIVES SHOULD ENLIST AID TO KEEP THE ENTIRE SYSTEM OPERATIVE. GIVE WISCONSIN SOME FEDERAL AID!!!!

"COMMERCIAL" NAVIGATION MEANS NAVIGATION AND COMMERCE - CORP OF ENGINEERS (FEDERAL GOVERNMENT - CANNOT UNDER GUISE OF STRICT INTERPRETATION OVERLOOK THAT FOX RIVER IS A "COMMERCIAL" PROJECT AND SHOULD BE OPERATE AND FUNDED BY CORP & U.S. GOV'T.

BOAT FEES AND FUEL TAX COULD BE USED TO FINANCE OPERATIONS.

THE SYSTEM COULD BE REGULATED BETTER (THE WATER LEVEL) WITH A GAUGE TO CHECK AND KEEP WATER LEVELS AT THE NORTH AND SOUTH END OF LAKE WINNEBAGO SO THE LAKE WOULD BE MORE CONSISTENT AND WOULD BE AT A HIGHER LEVEL.

LEAVE BUTTE DES MORTS AS IS AND KEEP WATER LEVEL IF POSSIBLE TO 14.68. START UP LOCKS - START DREDGING.

CORPS SHOULD STAY AND TAKE SYSTEM OUT OF "CARETAKER" STATUS, DREDGING OF CHANNELS NEEDED NOW!

THE STATE AND LOCAL GOVERNMENTS NEED TO UNDERSTAND THEIR ROLE IN FUNDING THEIR PROJECT. MONIES COULD BE RAISED BY DESIGNATING PART OF THE GAS TAX, FEES FOR FISHING AND BOATING LICENSE AND LOCKING FOR RUNNING FOX RIVER PROJECT, ALSO ELECTRIC GENERATION FEE OR SURCHARGE COULD BE USED FOR FUNDING.

LOCAL GOVERNMENT (AND STATE) HAS TO REALIZE THEIR ROLE IN FUNDING PROJECT.

WE MUST HAVE BETTER RESPONSE FROM OUR FEDERAL REPS.

PLEASE KEEP THE ARMY CORPS - WE NEED BUOYS - WE NEED TO FEEL SAFE WHEN WE BOAT - BIG BOATS BRING BIG MONEY TO THE FOX RIVER VALLEY - IT'S GOOD BUSINESS TO HAVE SAFE DRINKING WATER - GOOD BOATING AND GOOD FISHING. KEEP THIS PART OF WISCONSIN BEAUTIFUL - KEEP THE ARMY CORP.

LAKE WINNEBAGO IS A GREAT STATE RESOURCE WHICH SHOULD NOT BE ABANDONED.

FIRST CHOICE IS CONTINUED U.S. ENGINEERS - CONTINUED CONTROL HAVE DONE A FAIR AND GOOD JOB FOR ALL INTERESTS.

U. S. GOV'T IS TRYING TO SHIRK ITS RESPONSIBILITIES, BUT NOT RECOGNIZING THE RECREATIONAL/COMMERCIAL ASPECTS OF THE FOX WATERWAYS.

FAIR DISTRIBUTION OF FEDERAL TAX MONIES COULD ALLEVIATE PROBLEM. USE OF ROAD TAX PAID ON FUEL FOR BOATS SHOULD ALL BE USED FOR WATERWAY IMPROVEMENTS. THE GARRISON, CAP AND ONONDAGA PROJECTS WHICH ARE CORPS PROJECTS ARE NOT FOR NAVIGATION.

THE "CORPS" IS THE MOST CAPABLE TO PROPERLY HANDLE THE VARIOUS ASPECTS OF WATER CONTROL...FLOOD CONTROL, POWER SUPPLY, AND INDUSTRY USE.

WISCONSIN IS DEAD LAST IN RETURN OF WISCONSIN FUNDS SENT TO WASHINGTON. GIVE US A BREAK!!! JUSTIFICATION FOR THE CORP TO STAY? INDUSTRIAL AND MUNICIPAL WASTE WATER CONTROL, FLOOD CONTROL, HYDROPOWER, ECONOMIC DEVELOPMENT AND RECREATION (TO NAME A FEW).

I BELIEVE THE ARMY CORPS SHOULD BE FUNDED BY CONGRESS TO PROTECT THE ENVIRONMENT THAT IS ESSENTIAL TO ALL USERS, THIS BEING THEIR RESPONSIBILITY. I DON'T FEEL THAT OUR GOVERNMENT SHOULD LET US DOWN, OR HANGING IN THEIR AIR. (IT'S LIKE BUILDING A RAILROAD THEN PULLING OUT THE TRACK).

BASIN AUTHORITY WOULD NEED SOME FEDERAL FUNDING.

THE BEST ARRANGEMENT WOULD BE FOR THE CORP OF ENGINEERS TO CONTINUE THEIR SPLENDID LONG TERM MANAGEMENT!

USE THE FUEL TAX OF THIS AREA TO APPLY TO MAINTENANCE OF THE LOCKS.

REPAIR OF LOCKS AND DREDGING A MUST! \$CHARGE BOATERS A HIGHER FEE FOR LOCKAGE FOR EXTRA REVENUE. \$PUT A REGISTRATION/CHARGE ON BOAT TRAILERS STATEWIDE - DEVELOP LOCK/AREAS AS STATE PARKS (SEE TRENT SEVERN-ONTARIO, CANADA AS GOOD EXAMPLE) \$ENCOURAGE FOX VALLEY CITIES TO DEVELOP WATERFRONT AREAS FOR BOATERS, RESIDENTS AND TOURISTS.

OUR LEGISLATORS NEED TO BE PRESSURED TO PURSUE THE CORPS. THIS STATE IS LAST IN FEDERAL TAX DOLLARS RETURNED.

WATER LEVEL OF LAKE.

WATER SUPPLIES ARE VITAL TO LIFE ALL OVER THE PLANET. WE MUST CARE FOR THEM.

OUR FEDERAL GOVERNMENT ALWAYS HAS ENOUGH MONEY TO GIVE (LOAN) TO FOREIGN COUNTRIES BUT WHY IS IT WHEN OUR OWN WATERWAY NEED MONEY, THERE'S NEVER ANY MONEY. START COLLECTING THOSE OUTSTANDING LOANS AND YOU WOULD HAVE ENOUGH MONEY TO KEEP OUR WATERWAYS OPEN. HELP OUR COUNTRY FOR ONCE. OPEN YOUR EARS!

LETS NOT FORGET U.S. COAST GUARD PRIOR INVOLVEMENT - NEED BUOYS, NAVIGATION AIDS, AND RESCUE FACILITIES.

KEEP LOCKS OPEN.

WHILE LOCAL GOVERNMENTS CAN OPERATE ALL TAXES AND USER FEES CAN BE DIRECTED TOWARD THE OPERATIONAL EXPENSE OF LOCKS. THE USE OF PENAL CONVICTS CAN BE USED TO REDUCE OPERATIONAL COST AS IN PAST. COMMUNITIES SHOULD BE CHARGED FOR AFFLUENT DISCHARGED INTO LOWER FOX FOR OPERATING EXPENSE.

IF A NEW REGIONAL AUTHORITY IS NECESSARY, I THINK THAT FUNDING SHOULD COME FROM DISCHARGE ASSESSMENTS FOR INDUSTRIAL AND MUNICIPAL SEWAGE, AFFLUENTS AND BOATERS USING THE LOCKS.

WISCONSIN LEGISLATORS MUST OBTAIN A GREATER SHARE OF FEDERAL MONIES TO BUILD A LIFT AND MAINTAIN THE LOCK SYSTEM - THE STATE OF WISCONSIN RANKING 50TH IN RETURNED MONIES IS RIDICULOUS - 1ST PRIORITY SHOULD BE DREDGING OF THE HARBORS AND RIVER CHANNELS.

I THINK THE DAM AT MENASHA IS MOST IMPORTANT - WITHOUT IT LAKE WINNECONNE WOULD CEASE TO BE A LAKE. IF WE CAN'T KEEP THE CORP, EVERYONE SHOULD PAY AN ANNUAL FEE - LANDOWNERS OF LAKE/RIVER PROPERTY - INDUSTRY - BOATERS - FISHERMEN - IF EVERYONE PAYS, NO ONE WILL HAVE TO PAY VERY MUCH.

THE FORUM IN OSHKOSH WAS THE FIRST TIME I UNDERSTOOD WHAT WAS ACTUALLY HAPPENING WITH THE PROJECT. I THINK YOU SHOULD TRY TO CONTINUE TO GET GENERAL INFORMATION TO THE PUBLIC. I AM A SEASONAL PROPERTY OWNER ON LAKE WINNEBAGO AND FIND ALOT OF PEOPLE REALLY HAVE NO IDEA WHAT IS GOING ON.

WHO'S TO SAY THE FOX RIVER SYSTEM ISN'T AS IMPORTANT AS ANY OTHER THE CORPS MAINTAINS. LET THEM TAKE CARE OF WHATS IN PLACE INSTEAD OF DUMPING SOMETHING TO PROBABLY START SOMETHING ELSE THATS NOT EVEN ON A DRAWING BOARD.

ITS EMBARASSING THE BOATING FACILTIIIES IN THE AREA, i.e. MICHIGAN.

NAVIGATION SHOULD NOT BE BARRED BY CLOSING LOCKS MAKING THE RIVER IMPASSABLE. IF THEY WISH TO CLOSE THE LOCKS THEY SHOULD REMOVE THE LOCKS AND DAMS AND RETURN THE RIVER TO ITS NATURAL STATE.

