

Capitol Currents



Good News, Outcomes for the Inland Waterways

IT'S BEEN A VERY GOOD FEW WEEKS for the U.S. Army Corps of Engineers, with the release of the Fiscal Year (FY) 2018 Work Plan, the passage in the House of the 2018 Water Resources Development Act (WRDA), and strong funding levels for FY19 in the Energy & Water Development (E&WD) Appropriations Bill. The House and Senate passed their respective appropriations bills and are in conference to negotiate each version.

FY18 Work Plan

On June 11, the Corps released its plan for allocating the funding it received from the FY18 Omnibus Appropriations bill, with \$399 million going toward the construction of inland waterways projects, representing full-use of revenues into the Inland Waterways Trust Fund (IWTF). With this level of funding, four construction

projects and a new start for major rehabilitation work at LaGrange, will be undertaken: Olmsted Locks and Dam (Ohio River, IL/KY) received \$175 million; Kentucky Lock (Tennessee and Ohio Rivers, KY) received \$39.5 million; Lower Mon Locks and Dams 2, 3, and 4 (Monongahela River, PA) received \$98 million; Chickamauga Lock (Tennessee River, TN) received \$76.5 million, and LaGrange Lock and Dam (Illinois River, IL) received \$10 million.

In the Investigations account, \$1 million was allocated for an economic update study of the Navigation and Ecosystem Sustainability Program (NESP) to expand seven locks on the Upper Mississippi River and Illinois Waterway and to provide ecosystem programming and monitoring funding.

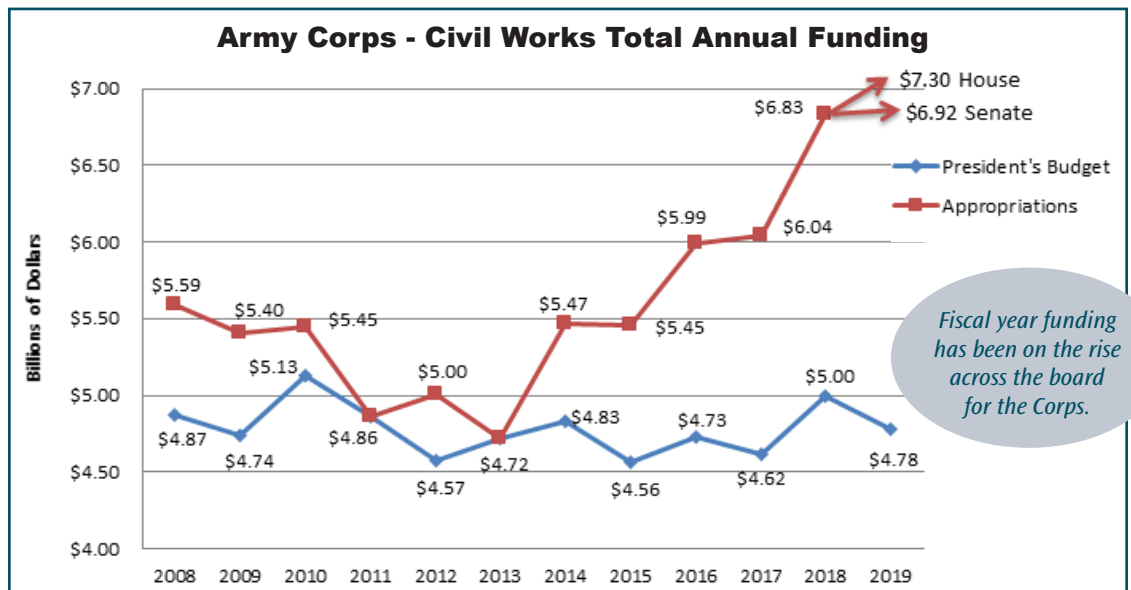
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Several projects on the Gulf Intracoastal Waterway (GIWW) were included: to complete or continue feasibility studies, \$1.285 million was allocated for the Inner Harbor Navigation Canal Lock replacement, \$1.5 million for the Houston Ship Channel, \$0.8 million for the Matagorda Ship Channel project, and \$0.9 million for the Brazos River Flood Gates and Colorado River Lock. Funding to complete PED work included \$1.035 million for Calcasieu Lock, \$0.4 million for the Galveston Harbor Extension, \$2.317 million for the Sabine Neches Waterway, and \$1 million for the Brazos Island Harbor Brownsville Channel project. \$2.353 million was allocated for PED and an Economic Re-evaluation Report on the Upper Ohio Navigation Program.

FY19 Energy & Water Development Appropriations

On June 25, the Senate voted to pass its version of the FY19 E&WD appropriations bill that includes Corps funding. The E&WD bill was part of a “minibus” appropriations bill that combined E&WD with the Legislative Branch and Veterans Administration/Military Construction appropriations bills.

The Senate bill included an amendment offered by Senators John Thune (R-SD), Richard Durbin (D-IL), Amy Klobuchar (D-MN), Mike Rounds (R-SD), Charles Grassley (R-IA), Lamar Alexander (R-TN) and Joni Ernst (R-IA) to enable full and efficient use in FY19 of estimated annual revenues for the top five IWTF-supported priority navigation projects: Olmsted Locks and Dam (at least \$35 million), Kentucky Lock (\$58.6 million), Lower Mon Locks and Dams 2, 3, 4 (\$87 million), Chickamauga Lock (\$99.5 million), and LaGrange Lock and Dam (major rehabilitation, \$28.8 million). With the exception of Olmsted funding that was requested in the President’s FY19 budget, the other project allocations are subject to approval by the Assistant Secretary of the Army (Civil Works).

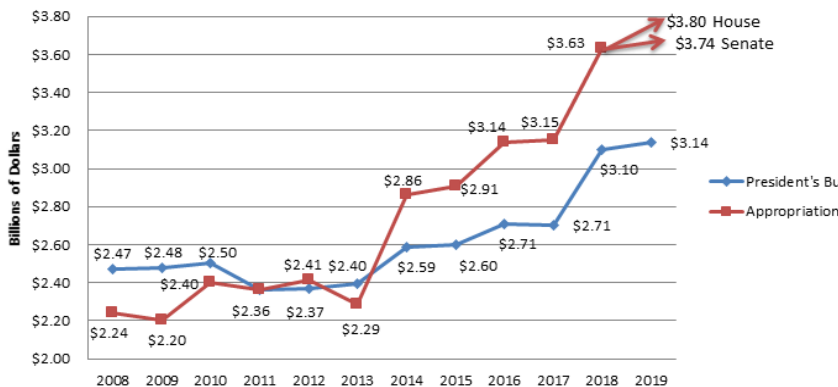
The House passed its FY19 E&WD Appropriations bill on June 8. If a conference report between the House and Senate can be agreed to by the end of the fiscal year (September 30), the Corps could receive its fiscal year 2019 funding on time without a Continuing Resolution.

WRDA 2018

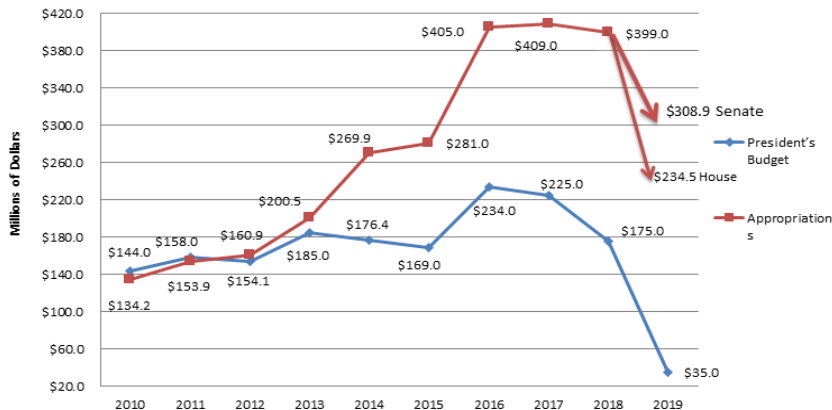
WRDA 2018 passed in the House of Representatives on June 6 by a vote of 408 to 2 and the bill did not contain a user fee or Public Private Partnership (P3) tolling proposal, strongly opposed by WCI. Recommendations for a user fee or P3 tolling proposal were included in the President’s FY19 budget, in the Administration’s infrastructure plan, and had potential to be included in the House WRDA bill.

The 2018 WRDA House bill authorizes seven Chief’s Reports, and proposes several localized

Annual Funding for the Operations and Maintenance



Annual Funding for the Inland Waterways Trust Fund



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navigation project changes, but does not affect the priority navigation projects as identified by the Capital Development Plan.

The House bill directs the National Academy of Sciences (NAS) to evaluate the current organizational structure of the Civil Works function of the Corps, to identify impediments to efficient project delivery, and to provide

recommendations to Congress.

On May 23, the Senate Environment and Public Works Committee passed its WRDA companion measure known as “America’s Water Infrastructure Act of 2018.” Senate Majority Leader Mitch McConnell said he intends to take up WRDA on the Senate floor in the weeks ahead, but at press time, no date had been set. ♦

Corps to Spend \$17.4 Billion in Disaster Relief Funding



On July 5, the Corps of Engineers announced the work it plans to undertake with \$17.398 billion in disaster recovery funds across six appropriations accounts: Investigations; Construction; Mississippi River and Tributaries; Operations and Maintenance; Flood Control and Coastal Emergencies; and Expenses.

Among other areas, the Corps will construct 60 flood and storm damage reduction projects, complete flood and coastal storm damage reduction studies, and improve levees and

channels across 16 states. Approximately \$360 million of the \$608 million provided in its Operations and Maintenance (O&M) account will address highest priority O&M needs at 31 projects in 11 states, including performing emergency dredging of shoaled material caused by natural disasters that were deposited at Corps’ navigation projects.

The disaster supplemental funding did not specifically address any of the top 25 priority inland or gulf intracoastal waterways projects. ♦



The Corps will evaluate an array of disaster relief projects around the country with an infusion of \$17.4 billion in emergency funding that it received in early July. Photo courtesy of Construction Equipment.

Register for 15th Annual Waterways Symposium, November 14-16 in Chicago

Assistant Secretary of the Army (Civil Works) R.D. James and others will address attendees at the WCI Waterways Symposium, November 14-16, 2018, in Chicago at the Hotel Sofitel, 20 E. Chestnut Street. The symposium is sponsored by WCI, Informa Economics and the *Waterways Journal* and this year's theme is "*Rivers of Optimism: Catch the Wave.*"

Online registration is at this link: <https://www.eiseverywhere.com/ereg/index.php?eventid=343106&>



HIGHLIGHTED SCHEDULE:

- **Wednesday, November 14:** National Waterways Foundation Board of Trustees Meeting (Trustees/invited participants); WCI Membership Development and Retention Committee Meeting (invited guests); WCI Annual Meeting and Board of Directors Meeting; and Opening Reception.
- **Thursday, November 15:** 15th Annual Waterways Symposium. Join us for a special reception/dinner at the Signature Room on 95th (formerly the Hancock Building).
- **Friday, November 16:** Conclusion (half-day) of the Symposium.

View the brochure and other information here: <http://waterwayscouncil.org/wp-content/uploads/2018/07/brochure2018-julyversion7.11.18.pdf>

The cost is \$650 for Early Bird Registration (by October 12) and \$725 after that date. Registration for guests attending social events only is \$250/guest.

Sponsorship opportunities are also available online (or by contacting Deb Calhoun, dcalhoun@waterwayscouncil.org) Levels are Platinum: \$5,000, Gold: \$3,500, Silver: \$2,000.

The deadline to reserve your room at the Hotel Sofitel under the group rate of \$229/night plus tax is October 22. For reservations, please contact the hotel directly at (312) 324-4000 and reference "Waterways Council." Online hotel reservations can be made here: <https://tinyurl.com/ychnk3y7>. ♦

Seamen’s Church Institute Holds 41st Annual Silver Bell Awards Dinner



On June 6, the maritime industry celebrated with the Seamen’s Church Institute (SCI) in New York to honor Jim Lawrence, Chairman, Marine Money & Founding Partner, MTI Network, who received the SCI 2018 Silver Bell Award; Admiral Charles D. Michel, USCG, who received the SCI Lifetime Achievement Award for 2018; and Crowley Maritime Corporation, TOTE, and Trailer Bridge, Inc., recipients of the SCI 2018 Humanitarian Award. ♦



Photo 1: MARAD Administrator Admiral Mark Buzby (left) stands with Michele Underwood and Admiral Charles D. Michel, USCG. Admiral Michel was honored by SCI. **Photo 2:** SCI Executive Director Rev. David Rider stands in front of the New York City Fire Boat, on display during the annual blessing of the boats on the Hudson River as part of the celebration. **Photo 3:** From left to right: Janet Doyle; Matt Woodruff (Kirby Corporation); John Doyle (Jones Walker); Margaret Woodruff; and Dan Mecklenborg (Ingram Barge Company) catch up at the Silver Bell Awards reception.



Photo 4: American Commercial Barge Line’s table at the Silver Bell event, hosted by ACBL President & CEO Mark Knoy (seated, far right). **Photo 5:** WCI President/CEO Mike Toohey and his wife, Lisa, enjoy the parade of boats on the Hudson River before the Silver Bell Dinner. All Photos courtesy of Seamen’s Church Institute.



Working to Ensure a More Resilient Transportation Supply Chain

By Drew Ratcliff, Regional Economic Disaster Recovery Manager, Capital Region Planning Commission

Seven trillion gallons – the equivalent of about four times the amount of water in Lake Ponchartrain – is the estimated amount of water that fell across south Louisiana over seven days in August 2016. Another unprecedented rain event occurred in north Louisiana and parts of south Louisiana in March of the same year. Together, these rain events surpassed the 1/1000 annual exceedance probability threshold in many places across the state. Thus, Louisiana experienced two “1,000-year” rain events in five months. These storms created floods that exceeded the “flood of record” in affected areas. As a result, 56 of Louisiana’s 64 parishes (counties) received Federal disaster declarations.

The floods disrupted every aspect of transportation in Louisiana. The March flood carried silt loads that caused an extended closure of the J. Bennet Johnston Red River Waterway. Additionally, the Ouachita River failed to reach the minimum standards of

navigation for the first time in history. Other modes could not offer relief to shippers along the Red and Ouachita Rivers, as the state’s rail and highway systems also experienced significant disruption. Over 450 state and local roads were closed in both March and August 2016, and five of the state’s six interstate highways were closed for several days in multiple locations. After four days of closures on I-10 and I-12, the Secretary of the Louisiana Department of Transportation and Development (DOTD) opened to trucks sections of highways holding eight inches of water to “get commerce moving.” Rail lines were similarly affected; in March 2016, the Kansas City Southern and Union Pacific Railroads closed 73% of their 2,730-route miles in Louisiana for over a week. This essentially shut down every railroad in the state. Louisiana’s supply chain disruptions rippled across the country.

At the time, the August 2016 flood was the costliest natural disaster in the U.S. since Hurricane Sandy. These flood events were a wake-up call for Louisiana. As response efforts subsided, the state’s focus shifted to recovery, with Governor John Bel Edwards at the helm. Echoing the sentiment of most Louisianans, he declared the state would not only recover, but resiliency would be incorporated into every aspect of the recovery. Louisiana established a framework to mirror the National Disaster Recovery Framework (NDRF) to better coordinate with Federal counterparts. In studying the economic effects of the floods, the U.S. Economic Development Administration and Louisiana Economic Development discovered the magnitude of the negative effect the transportation and supply chain disruptions had on every sector of Louisiana’s economy. Together, with DOTD, the agencies recognized the need for better coordination between the public and private sectors before, during, and after disruptive events. This partnership led to the facilitation of meetings with transportation executives and leaders to begin to address apparent vulnerabilities in Louisiana’s supply chain and transportation networks.



Civil Air Patrol aerial photo shows the flooding devastation of the Amite River between U.S. Highway 190 (left side) and I-12 (right side). The city of Denham Springs is toward the top of the photo.

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Working to Ensure a More Resilient Transportation Supply Chain

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These executives and leaders formed the Louisiana Supply Chain Transportation Council (SCTC) with the goal to increase the overall effectiveness of transportation and reduce the impacts on commercial and agricultural interests from future events to create a more resilient economy. Louisiana Senator Paige Cortez and Representative Kenny Havard authored Senate Concurrent Resolution 99 of the 2017 Regular Session that officially authorized the creation of the SCTC and charged it with studying transportation and supply chain resiliency in Louisiana. Furthermore, the legislature tasked the SCTC to report on its findings and recommendations. Through the coordination of the Capital Region Planning Commission, the SCTC has met regularly since early 2017 with the support and active participation of a diverse group of leaders representing state and federal agencies, non-governmental organizations, businesses, and

Louisiana’s universities.

Through the collaborative efforts of the SCTC, public and private stakeholders of Louisiana’s transportation and supply chain sectors are setting the path to achieve Governor Edwards’ vision of a more resilient Louisiana. At present, the group is identifying and cataloging critical points of failure in Louisiana’s transportation network, assessing future risks posed by flooding and other natural hazards, and recommending actions to address these vulnerabilities. Through meetings and online file-sharing, the members of the SCTC are providing guidance and feedback from the public and private sectors on the state of Louisiana’s transportation infrastructure and what a more resilient supply chain will look like. While we cannot completely account for floods of the magnitude of 2016, we can ensure that the disruption to the supply chain is not as severe. ♦

Corps Planners Meet with Industry in Nashville

On June 27 in Nashville, the Corps of Engineers hosted its annual Planning Associates Class

of planners from various Corps mission areas and districts across the country. The Planning Associates Program is an advanced training opportunity in water resources planning to broaden planners’ competencies in solving complex water resources problems and challenges and to strengthen their leadership talents. The program curriculum is rich in team building, leadership training, experiential training in the Corps’ Civil Works business programs, case studies, individual and group projects, instructional training and experiences, and networking opportunities with leaders from the public and private sectors. WCI and others participated on an industry panel to help educate planners about the navigation industry. ♦



Shown at left, the class of seven planning associates stands behind industry panelists (left to right) Mario Munoz (representing GICA); Dave O’Loughlin (Ingram Barge Company); Braxton Myers and Mike Bohleber, Pine Bluff Materials. Not pictured: Deb Calhoun, WCI

Cracker Construction Commences

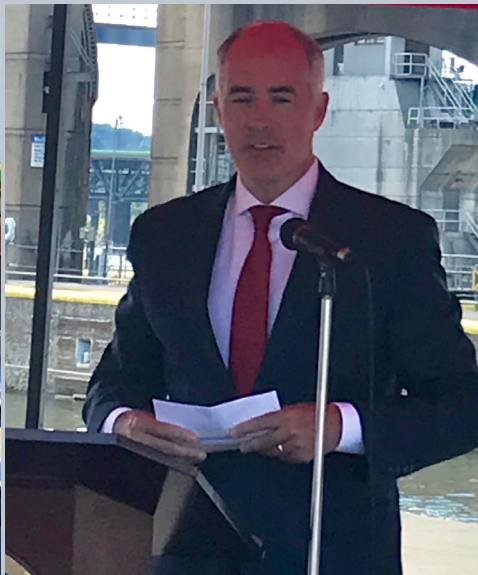


The M/V Big Eddie of Crosby Marine is seen at Monaca, PA, Mile 27.9 on the Ohio River, on May 30 with a deck barge carrying a large refiner vessel for the Shell Oil Corporation ethylene cracker plant under construction near Pittsburgh. Pictured here are pumps used to level the Canal Barge Company barge for unloading, and the heavy-duty flatbed carrier to transport equipment to the construction site. Photo by Eric M. Johnson, Waterways Journal

CHAMPIONING THE RIVER



WCI members and invited stakeholders guests met with Congressman Keith Rothfus (R-PA) on May 25 in Pittsburgh to discuss options to secure sustained infrastructure investment. "We cannot reclaim our industrial heritage without the waterways," Rep. Rothfus said, vowing to try to further help WCI's cause within the Office of Management & Budget, the Administration and Congress.



Senator Bob Casey (R-PA) held a press conference at Braddock Dam on July 9 to stress the continued importance of the inland waterways and its infrastructure to Southwestern Pennsylvania and to the Nation. WCI's President/CEO Mike Toohey also spoke at the event, as did First Vice Chairman Peter Stephaich, Campbell Transportation Company.



Mike Welsh, Representative of Keystone+Lakes+Mountains (KLM) Brotherhood of Carpenters, spoke at the July 9 press event, saying "The Shell ethylene cracker plant simply would not happen without the locks and dams here in Pittsburgh."

PORT OF PITTSBURGH COMMISSION TESTIFIES

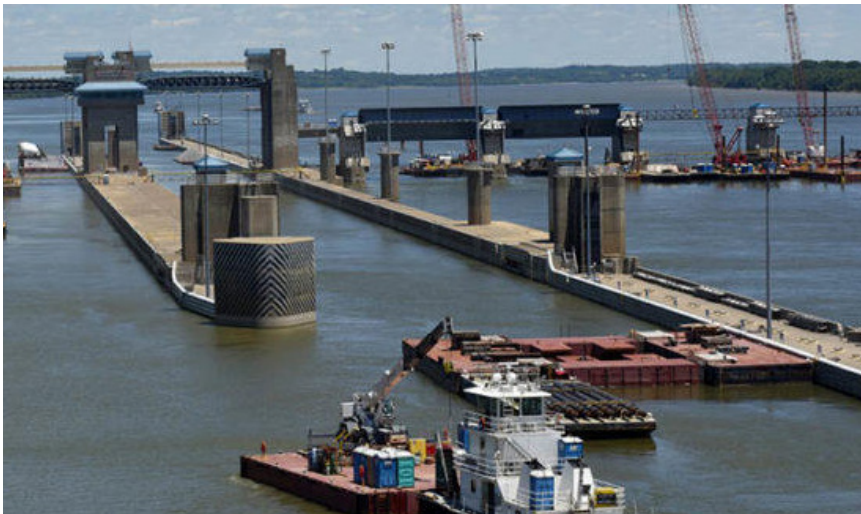


Mary Ann Bucci, Executive Director of the Port of Pittsburgh Commission and member of WCI’s Board of Directors, testified on July 18 before the Senate Finance Subcommittee on International Trade, Customs, and Global Competitiveness.

“I urge you to appreciate the conduit of the inland waterways and port system to American competitiveness and growth. Modernizing our ports and rivers is an investment in our Nation’s continued economic prosperity because grain, petroleum, steel, chemicals, building materials and over a half-million jobs are riding on our waterways transportation system and through our ports,” she testified. ♦

Mary Ann Bucci testifies before the Senate Finance Subcommittee.

WCI to Host News Media at Olmsted



In advance of the August 29 ribbon-cutting at the Olmsted Locks and Dam, WCI will hold a tour and briefing by the Corps for 12 reporters on July 25. The event will begin in Paducah, KY on July 24 with a briefing by the Seamen’s Church Institute and demonstration of the training simulator, and a group dinner with industry representatives. ♦

The news media will get a preview of the Olmsted locks and dam on July 25 before its opening in late August. Photo courtesy of WSIU

HBO Airs Segment on Inland Waterways

On June 29, Home Box Office (HBO) aired a segment for its news show *Vice* titled “The Big Fix” with this description: “America’s infrastructure is in desperate need of more than \$4 trillion in upgrades and improvements. President Trump campaigned heavily on overhauling the country’s crumbling infrastructure, and promised to invest big to fix it. VICE correspondent Thomas Morton explores the most vital bridges, tunnels and waterways in the U.S. to see how much the situation has deteriorated and to find out if the Trump Administration’s promise is being kept.” ♦



Institute for Water Resources Welcomes New Director



Dr. Joe Manous

Dr. Joe Manous has been named the Institute for Water Resources' (IWR) new Director. In this role, Dr. Manous oversees a multidisciplinary Field Operating Agency that supports the Corps of Engineers' Civil Works missions through water resources planning, policy and decision-support model development, hydraulic and hydrological engineering, dam and levee safety, and training and national/international interface with academia, professional societies, and non-government organizations.

Prior to becoming Director, Dr. Manous served as a Water Resources Engineer and Manager for International Activities at IWR, where he

specialized in the areas of water resources and environmental security issues associated with water. He also worked closely with the Office of the Assistant Secretary of the Army for Civil Works, Corps' Headquarters, and was an Adjunct Professor at George Mason University teaching courses in engineering economics and water resources.

Dr. Manous is a retired U.S. Army Corps of Engineers officer and his last active duty assignment was as Academy Professor at the United States Military Academy at West Point, where he taught courses in environmental engineering, water resources, and environmental security. ♦

WCI members are getting out on the river this summer to see lock and dam infrastructure. Living Lands & Waters hosted the Farm Foundation in the Quad Cities on June 6 for a lock-through at Mississippi River Lock and Dam 15. Pictured are (from left) Constance Cullman, Director of the Farm Foundation, Marg Clarke and Ann Baise. One of the challenges the Corps faces at L&D 15 is Alkali-silica, also known as "concrete cancer" (shown on right).

BARGING THROUGH SUMMER



Corps Considering Lock Disposition on Upper Mississippi

The Corps' St. Paul District held public meetings on July 16, 17, and 18 to garner input on phase two of a disposition study that is examining the benefits and costs of continuing to operate the Upper St. Anthony Falls Lock and Dam, Lower St. Anthony Falls Lock and Dam and Lock and Dam 1 near Minneapolis and St. Paul, Minnesota.

The first phase of the disposition study looked at existing data and through a preliminary analysis concluded that the option of "disposal" of the properties (to deauthorize and remove from the Corps portfolio, not necessarily a physical disposal)

was worth further examination. That decision was made at an August 21, 2017 meeting.

Phase 2 resumed in April 2018 and is expected to be completed in fall or winter of 2019. It includes further analysis of each of the three sites and an environmental assessment in compliance of the National Environmental Policy Act (NEPA). Phase 2 includes receiving input from stakeholders. Public comments are being taken by the Corps and can be emailed to MplsLocksDisposition@usace.army.mil.

More information is also available here: <http://www.mvp.usace.army.mil/Home/PN/Article/1551382/minneapolis-locks-disposition-study>. ♦



The Upper St. Anthony Falls Lock and Dam was deauthorized under the Water Resources & Reform Development Act 2014 and closed in 2015 to try to prevent the spread of Asian carp.

Editor's Note

On June 2, I was honored to attend a very special birthday party for my good friend, Charlie Jones, in celebration of his 100th birthday. Held in Charleston, West Virginia, at the offices of Amherst Madison, Charlie's



colleagues, friends and family gathered to pre-celebrate the actual milestone on June 4, when he was honored again with a photo tribute book organized by RiverWorks Discovery that captured his contributions to the waterways industry. Charlie is an industry pioneer who continues to come into his office each day, to be a stalwart "friend of coal," and to inspire everyone around him by offering sage advice, humor and historical perspective. Pictured here, I remind Charlie of when I first met him in the 1990s, and how so many things have changed, while at the same time, so few. Best wishes for many more years ahead, Mr. Jones. ♦

A gathering of just a small part of Charlie's Jones' overall fan base celebrated him at his company's headquarters in Charleston on June 2.



WCI First Vice Chairman Peter Stephaich (middle) stands with Vice President Mike Pence and Congressman Keith Rothfus at a June 23 event in Pittsburgh, where funding for locks and dams was addressed, among other issues.

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Involved!
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Industry Events Ahead

July 25-26: Third Agricultural Transportation Summit hosted by the U.S. Department of Transportation and the National Grain & Feed Association (Arlington, VA). Secretary of Agriculture Sonny Perdue will keynote the summit. Register at www.ngfa.org/upcoming-events/transportation-summit/

August 1-3: Gulf Intracoastal Canal Association 113th Annual Seminar (New Orleans, LA). Register at www.gicaonline.com/seminar

August 21-23: Tennessee-Tombigbee Waterway Development Authority, Tenn-Tom Waterways Development Opportunities Conference (Point Clear, AL). Register at www.tenntom.org

August 29: Ribbon-cutting for Olmsted Locks and Dam. Learn more about the project here <https://www.lrl.usace.army.mil/Missions/Civil-Works/Navigation/Locks-and-Dams/Olmsted-Locks-and-Dam/>

August 30: Inland Waterways Users Board meeting (Paducah, KY). Visit <https://www.>

iwr.usace.army.mil/Missions/Navigation/Inland-Waterways-Users-Board/

September 12-14: National Waterways Conference Annual Meeting (Washington, DC). Visit www.waterways.org

October 9-12: American Waterways Operators Safety Committees Meeting and Fall Convention (Houston, TX). Visit www.americanwaterways.com

November 14-16: WCI/Informa Economics/Waterways Journal 15th Annual Waterways Symposium (Chicago, IL). Visit <http://waterwayscouncil.org/wp-content/uploads/2018/07/brochure2018-julyverison7.11.18.pdf>

November 29-30: International Workboat Show (New Orleans, LA). Visit www.workboatshow.com

December 6: Seamen's Church Institute 19th Annual River Bell Awards Luncheon (Paducah, KY). Visit <http://seamenschurch.org/special-events> ♦



Capitol Currents is published by



WATERWAYS
COUNCIL, INC.

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Vol. 14, No. 3