

Capitol Currents



House Appropriations
Committee Chairman
Rodney Frelinghuysen
(R-NJ)

Corps Receives Record Funding in FY 2018

FOR THE THIRD CONSECUTIVE YEAR, Congress has set record-level funding for the U.S. Army Corps of Engineers' Civil Works program. For Fiscal Year (FY) 2018, both the House and Senate, in their respective bills, funded the Corps at a level of \$6.16 billion, which is \$1.16 billion more than the Administration requested (\$5.02 billion) in its budget.

There is a greater recognition by Congress of the Corps' important work, thanks in large part to WCI and its members' efforts, as well as important policy changes in Water Resources Development bills, which has led to higher funding for the Corps. Fiscal year funding has been on the rise since a 10-year low in FY 2013 when Congress failed to increase overall funding for the Corps, instead maintaining President Obama's request of just \$4.71 billion.

In other good news, for the first time since FY 2009, the House passed all 12 appropriations bills. The House Energy and Water Development appropriations bill that funds the Corps requested outstanding numbers, with full-use of Inland Waterways Trust Fund (IWTF) revenues at \$332.5 million. The House also provided additional navigation funds for which the inland wa-

terways are eligible to compete. Operations and Maintenance (O&M) has also seen increased funding for the fifth consecutive year at \$3.48 billion in FY 2018, an increase of \$380 million from a record-request by President Trump of \$3.10 billion. By comparison, in FY 2017 President Obama requested \$2.705 billion for O&M.

The Senate passed its Energy & Water Development appropriations bill out of the Appropriations Committee, but due to limited time was unable to bring the bill to the floor. The Senate bill was also very favorable, providing full-use of the IWTF and additional funds, for a total of \$398.5 million. This level should allow for the top four priority projects to be funded at their efficient funding levels for FY 2018. The Senate's O&M funding level was \$3.52 billion, which surpassed the historic number in the House.

Unfortunately, the Senate was unable to bring any appropriation bills to the floor before the end of the fiscal year on September 30, so the Federal government is operating under a Continuing Resolution until December 8. WCI is optimistic that Congress will pass a long-term funding package after that date. ♦



"This legislation will make important investments in our energy development and water infrastructure to keep our economy growing and to continue the country's lead in essential energy technology and innovation."

- Chairman Frelinghuysen,
on the June passage of
the House Appropriations
Committee's FY 2018 Energy
and Water Development,
and Related Agencies
Appropriations bill



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INSIDE THIS ISSUE

| | | | |
|--------------------------------------|---|-------------------------------------|---|
| Corps Receives Record Funding..... | 1 | Senator Duckworth Visits River..... | 6 |
| Register for WCI Fall Symposium..... | 2 | SCI to Honor WCI Members..... | 9 |

See you in Mobile in November!

WCI 14TH ANNUAL FALL SYMPOSIUM

The 14th Annual Waterways Symposium and WCI Annual Meeting will take place next month, November 8-10, 2017 in Mobile, Alabama. The meetings will be held at the Battle House Hotel, 26 N. Royal Street. The event is sponsored by Waterways Council, Inc. (WCI), Informa Economics and *Waterways Journal*. To register online, visit: <http://www.eiseverywhere.com/254211>

The current brochure can be found [here](#).
Highlights are as follows:

Wednesday, November 8

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 9

14th Annual Waterways Symposium, themed, "Waterways: Return on Infrastructure Investment" and a special reception/dinner at GulfQuest National Maritime Museum of the Gulf of Mexico. National Rivers Hall of Fame Awards to be bestowed.

Friday, November 10

Conclusion (half-day) of the Symposium.

Cost is \$650 Early Bird Registration ([by](#)



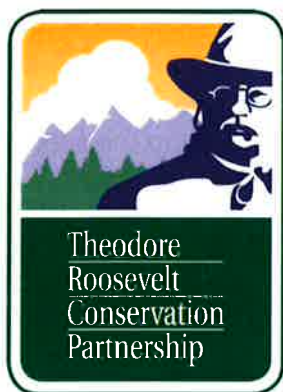
October 7); \$725 after that date. Registration for guests attending social events only is \$250/guest.

The deadline to reserve your room at the Battle House Hotel under the group rate of \$149/night plus tax is October 7. (For hotel reservations, please contact the hotel directly at 251-338-5307 and reference "Waterways Council." Online hotel reservations can be made here: <http://bit.ly/2wejXlk>. ♦



WCI Board of Directors member Garry Niemeyer (left) discusses the importance of locks and dams to agriculture with U.S. Secretary of Agriculture Sonny Perdue at the 2017 Farm Progress show held in Decatur, Illinois in late August. Secretary Perdue has been invited to address the WCI Fall Symposium.





CONSERVATION COLUMN:

Theodore Roosevelt Conservation Partnership

This issue of *Capitol Currents* profiles an organization that has been bringing sportsmen organizations together to advocate on conservation issues since its founding in 2002. The Theodore Roosevelt Conservation Partnership's (TRCP) mission is to guarantee that all Americans have quality places to hunt and fish. They do this by uniting partner organizations and amplifying the voices of American sportsmen and women to create lasting state and federal policy and funding solutions. While the organization is based in Washington, D.C., the organization has a field office in Missoula, Montana, and field representatives in eight states across the West and Southeast.

TRCP works primarily on federal policy affecting water resources, western lands, agriculture and private lands, conservation funding, and marine fisheries, and conducts their work through policy centers with a focus on each of these respective policy categories. With the help of 56 partner organizations, TRCP brings together working groups in each area of policy focus to collaboratively formulate its priorities and to work toward solutions. This helps ensure that the sporting community has a unified message before walking into lawmaker offices.

TRCP's Center for Water Resources pays specific attention to the conservation and restoration of the nation's water resources and how these resources benefit fish and wildlife populations and the habitats upon which they depend. Within its Water Resources Center, they tackle a number of important issues including annual federal funding and new authorities under stat-

utes such as the Water Resources Development Act to support restoration of the Mississippi River, Colorado River, Chesapeake Bay and the Everglades. Similarly, with regard to ongoing discussions regarding infrastructure needs in our country and in response to the President's call for a trillion-dollar infrastructure package, the TRCP and its partners have begun engaging federal policymakers on ways to improve our country's aging water infrastructure. During this process, they hope to emphasize that programs and projects like the Navigation and Ecosystem Sustainability Program (NESP), which helps to enhance fish and wildlife habitat while reconnecting floodplains, can provide more than just infrastructure benefits.

Hunting and fishing are not only traditions that sportsmen and women would like to pass along to the next generation—they also provide substantial economic benefits. The 40 million sportsmen and women in this country help contribute to \$887 billion in outdoor recreation spending. These activities also help generate \$124.5 billion in federal, state, and local tax revenue and provide employment for hundreds of thousands of Americans across the country. In fact, more Americans are directly employed by hunting and fishing (483,000) than by oil and gas extraction (180,000) and mining (60,000) together. The economic benefits of hunting and fishing are especially pronounced in rural areas, where money brought in during fishing and hunting seasons can be enough to keep small businesses operational for the entire year.

But the strength of the outdoor recreation economy depends on bipartisan policy solutions that support habitat, clean water, sportsmen's access, and conservation funding. That's why the TRCP will continue working to generate consensus in the sporting community, engage hunters and anglers in conservation policy, and bring the sportsman's voice straight to decision makers who have the power to determine the future of our uniquely American traditions and a major sector of the economy. ♦



Theodore Roosevelt Conservation Partnership advocates for quality places to hunt and fish.



National Waterways Foundation/MARAD to Publish Lock Outage Study

Soon to be released will be a study commissioned by the National Waterways Foundation (NWF) and the U.S. Maritime Administration (MARAD) performed by Vanderbilt University and the University of Tennessee. "The Impacts of Unscheduled Lock Outages" examines specific economic

consequences resulting from the unscheduled and extended closure of four geographically diverse navigation locks: LaGrange Lock and Dam on the Illinois River, Markland Locks and Dam on the Ohio River, Lock & Dam 25 on the Upper Mississippi River, and Calcasieu Lock on the Gulf Intracoastal Waterway. Study results indicate the impact on shippers at each of the four locks is estimated to exceed \$1 billion annually, with additional significant regional economic and employment impacts that extend widely over the territory served by the inland waterways system. ♦

The Critical Markland Lock and Dam

Markland Lock and Dam is a key piece of the waterway thoroughfare that quietly moves 60 million tons of freight through the Ohio River basin each year. Markland, and the system it supports are a vital commercial conduit within the basin.



Essential to
affordable
energy
production



Efficiently connects
the upper
Midwest to the
resource-rich Gulf



Integrates the
Midwest with wide-
ranging domestic
and global trade

Consequences of an Unplanned Markland Closure



COST AN
ADDITIONAL \$1.3 BILLION
IN ANNUAL TRANSPORT CHARGES

DISRUPT THE AFFORDABLE DELIVERY OF
COMMERCIAL AND RESIDENTIAL ELECTRIC
POWER **THROUGHOUT THE EASTERN U.S.**



REQUIRE THE
AVAILABILITY
AND USE OF

40K ADDITIONAL
RAIL CARS

60K ADDITIONAL
TRUCKS



DISCOURAGE 80% OF USERS FROM
EVER RETURNING TO THE WATERWAY

The consequences of an unplanned outage at Markland Locks and Dam would result in \$1.3 billion additional costs to the shipping community, commerce affected in 14 states and 175 counties, disruption of affordable electricity across the eastern U.S., and an additional 60,000 trucks and 40,000 rail cars.

Comment on Brandon Road by November 16

The comment period has been extended until November 16 on the Corps' draft report, "The Great Lakes and Mississippi River Interbasin Study—Brandon Road Draft Integrated Feasibility Study and Environmental Impact Statement." The report recommends a \$275.3 million system at Brandon Road Lock & Dam on the Des Plaines River (Joliet, Illinois) to prevent upstream transfer of Asian Carp into the Great Lakes.

The Corps' Tentatively Selected Plan (TSP) for Brandon Road includes nonstructural measures, deterrent noise from underwater speakers, water jets, an engineered channel, an electric barrier at the downstream end, a flushing lock, boat launches, and a mooring area to aid in preventing Asian carp from entering the Great Lakes from the Chicago Area Waterway System (CAWS). The cost of the Engineered Channel component was not released.

Submit comments to <http://glmris.anl.gov>, or by mail to the U.S. Army Corps of Engineers, Chicago District, ATTN: GLMRIS-Brandon Road Comments, 231 S. LaSalle St., Suite 1500, Chicago, IL 60604. ♦

WCI Hosts 3rd Annual Media Tour in New Orleans

On August 22-23, WCI hosted the news media in New Orleans as part of its annual tour of lock and dam projects and sites important to the navigation industry. Reporters from *Energy & Environment Daily*, *New Orleans Times Picayune*, *New Orleans Advocate*, *WorkBoat* and *Waterways Journal* participated in tours of Inner Harbor Navigation Canal Lock, the Port

of New Orleans with help from Sean Duffy of the Big River Coalition, the Hurricane Surge Barrier, a Cargill grain elevator in Westwego, Louisiana, and an industry briefing onboard a harbor tug provided by Cooper Consolidated at Crescent Towing. WCI members Cherrie Felder (Channel Shipyard), Chris Blanchard (Cooper Consolidated), Spencer Murphy (Canal Barge Company), Beau Bethune and Angie Fay (Blessey Marine), Doug Higginbotham and Denise Krepp (EMR Southern Recycling), Brandy D. Christian and Matt Gresham (Port of New Orleans) and Jeff Webb, Lucas Giedd, John Kimmel and Sean Ryan (Cargill, Inc.) helped support the trip. ♦



Members of the news media and industry stand below the New Orleans Bridge after a tour of the Port of New Orleans during WCI's Third Annual Media Tour.



Ian Bennitt



Tab Brown

Hill/Army Personnel Changes of Note

There have been staff changes on Capitol Hill and at the Pentagon/Corps. On Capitol Hill, in the House, **Angie Giancarlo**, Staff Assistant for the House Appropriations Energy and Water Development Subcommittee, has been named Clerk/Staff Director. **Ian Bennitt** has been named Staff Director of Water Resources and Environment Subcommittee of the House Transportation and Infrastructure Committee. Previously, Ian was Legislative Director for Congressman Garrett Graves (R-LA). In the Senate, key changes include **Matt Leggett** now serving as the Chief Counsel for the Senate Environment & Public Works (EPW) Committee. He previously worked in the House for Congressman Tim Murphy (R-PA). Also on the Senate EPW Committee, **Teri Donaldson** will serve as the new General Counsel, coming to the position from private practice.

The Secretary of the Army has announced these changes in the Senior Executive Service:

Dr. Ilker R. Adiguzel: From Director, Construction Engineering Research Laboratory, U.S. Army Engineer Research and Development Center (ERDC), Champaign, Illinois, to Director, Environmental Laboratory,

ERDC, Vicksburg, MS (effective October 29, 2017). **Charles R. "Ray" Alexander**: From Chief, Interagency and International Services (Corps Headquarters) to Director of Contingency Operations, HQUSACE (effective December 10, 2017)

Theodore A. "Tab" Brown: From Chief, Planning and Policy Division (Corps Headquarters) to Regional Business Director, USAGE South Atlantic Division, Atlanta, GA (effective November 26, 2017). **Eric V. Hansen**: From Deputy Assistant Secretary of the Army (Management and Budget), Washington, DC, to Regional Business Director, USAGE Northwestern Division.

Stuart A. Hazlett: From Director of Contracting, HQUSACE, to Deputy Assistant Secretary of the Army (Procurement), Office of the Assistant Secretary of the Army (Acquisition, Logistics & Technology), Washington, DC (effective October 1, 2017).

David J. Leach: From Director of Programs, USAGE North Atlantic Division, Brooklyn, NY, to Deputy Assistant Secretary of the Army (Project Planning and Review), Office of the Assistant Secretary of the Army (Civil Works), Washington, DC (effective October 15, 2017). ♦

Senator Duckworth Visits Lock and Dam 15



True waterways champion Senator Duckworth addresses participants on the tour of L/D 15 in August.

On August 4, U.S. Senator Tammy Duckworth (D-IL) joined U.S. Representative Rod Blum (R-IA) and Representative Dave Loebsack (D-IA) for a river tour on the Upper Mississippi near Davenport, Iowa.

The excursion, hosted by WCI members Illinois Corn Growers Association and Iowa Corn Growers Association, included locking through Lock & Dam 15, with several speakers highlighting the growing need to recapitalize the lock and dam infrastructure. State and local elected officials from Iowa and Illinois also participated. The barge was pushed by ACBL's *M/V LJ Sullivan*.

"I appreciate the river from my experience with my Illinois National

Guard aviation battalion. We ended up floating an entire battalion's worth of equipment down the Mississippi River because we had to do training exercises in Fort Polk, Louisiana. In looking at what was the best way to transport our equipment, we realized roads weren't the best way to do it, and we couldn't move everything by air so we loaded everything on barges in Peoria and floated it down so we could do our training in Fort Polk," Senator Duckworth said.

As a member of the Senate's Environment and Public Works Committee, Sen. Duckworth said it was important for her to see infrastructure needs up close. She also toured Melvin Price Locks and Dam outside St. Louis on April 18. ♦

WCI Participates in AWO Towboat Tour

On September 7, WCI was invited by Campbell Transportation Company to participate in the American Waterways Operators (AWO)-organized Congressional Towboat Tour, led by Thomas M. Horgan, Senior Manager - Mid-continent Office, AWO. Held in Georgetown, Pennsylvania, just outside Pittsburgh, WCI's

Director of Government Relations Tracy Zea joined Capitol Hill staff, with Peter Stephaich, Mike Monahan, and Dave Van Dyke of Campbell Transportation Company, Inc.; Dave Podurgiel, Murray American Transportation; and Mary Ann Bucci and Matt Smith, Port of Pittsburgh Commission, staff for the tour. ♦



WCI's Director of Government Relations Tracy Zea (seventh from the left) joined AWO's Thomas M. Horgan (third from the left) onboard the M/V Tom H with Elizabeth Fishback (Senator Bob Casey, D-PA); Matt Blackburn (Senator Pat Toomey, R-PA); Jessicah Cross and Heather Lile (Senator Shelley Moore Capito, R-WV); Joe Weidner (Congressman Keith Rothfus, R-PA); Paul Mitchell (Congressman Bill Johnson, R-OH) and Stephen Smoot (Congressman Alex Mooney, R-WV), and others.



In Memoriam

Kathryn A. “Kay” Eckstein, age 90, of Paducah, Kentucky, passed away on June 19, 2017. She was the wife of (and is survived by) Ray Eckstein, and the mother of John Eckstein, Founder and President, respectively, of Marquette Transportation Company, LLC. Ms. Eckstein enjoyed the river and spending time with her family. She also enjoyed playing cards, socializing and wintering in Boca Raton, Florida. Charitable giving was a rewarding endeavor for Kay and Ray, and they created the Ray and Kay Eckstein Charitable Trust to partner with charities serving human needs and families, providing faith-based initiatives, supporting educational endeavors, and sustaining vibrant communities.



*Kathryn A. “Kay”
Eckstein*

Marine industry pioneer **Jesse Russell Flowers** died at age 80 on June 29, 2017 in St. Louis. He was a graduate of what is now Mississippi Delta Community College in Moorhead, Mississippi, and was the owner of J. Russell Flowers, Inc., a marine equipment leasing company. In 2013, he was inducted into the Horatio Alger Association of Distinguished Americans. In 2014, he received the Seamen’s Church Institute’s (SCI) River Legend Award. He served on the Board of the National Waterways Foundation and SCI. He is survived by his wife, Jill Pierce Flowers, a son, J. Russell Flowers, Jr. (Bridget); a sister, Dorothy Jane Leyva, and six grandchildren.



Among his many awards, J. Russell Flowers (center) received the 2014 Rivers Legend Award from the Seamen’s Church Institute

Waterways industry supporter **Larry Daily** died on August 7, 2017 in New Orleans at the age of 61. Larry earned his degree from Mississippi State University in 1977, and while in school, worked for the Natchez Boat Store and as a deckhand for Canal Barge Line. After graduation, he went to work full-time as a dispatcher for Canal Barge in New Orleans. He became Vice President at Canal, and later Senior Vice President and later President for Alter Towing Company in Bettendorf, Iowa. He served on the Board of Directors of WCI and AWO, and was a two-term President of the Davenport, Iowa Propeller Club. He also served three terms on the Inland Waterways Users Board. ♦



A long-time supporter of WCI and its predecessor organization Waterways Work!, Larry Daily is shown here (left) with former Alabama Congressman Herbert “Sonny” Callahan, who received the First Annual Leadership Service Award from Waterways Work! in March 2002. His ashes were scattered on the Mississippi River.

Lock and Dam 52 Back Online After Failure of Wicket Dam, Causing Massive Delays



The 1920s-era Lock and Dam 52 on the Ohio River suffered a near catastrophe on September 6 when the dam's low-lift wooden wickets could not be raised to hold a stable pool for navigation, halting shipping on the river. Given the river's current low-water conditions, the wicket gates must be raised individually, by hand, to impound water to create the pool. While raising the wickets, the Corps found that five consecutive wickets were missing or would not stand. Due to the swift river current, approximately 320 feet of the dam was not raised, resulting in loss of pool above the dam. The fast-moving water velocity coming from the up-stream Barkley, Kentucky, and Smithland Dams made it too dangerous for the Corps to repair the dam. Initially, it appeared the Corps would have to build a rock dyke to allow divers to access the structure, which might have required a nearly 30-day closure. But, the Corps' request to reduce flows for the upstream dams allowed water velocity to subside enough to winch the wicket lifter past the five-wicket hole to continue raising the rest of the wickets to stabilize the pool. Even with this shortened nine-day closure, there were 40 tows waiting to transit Lock 52 with another 34 tows waiting above Smithland Lock and Dam. In order to replace the broken/missing wickets, the Corps still had to place a rock dyke above the dam at Lock 52 so that when the dam is lowered, the

dyke can deflect water velocity to allow divers to make repairs. This will mean another 24- to 48-hour river closure.

Currently, due to the missing wickets, there is also a severe out-draft restriction which means industry cannot safely transit the smaller 600-foot chamber at Lock 52, requiring all traffic to move through the 1200-foot chamber with an assist from an industry helper tugboat.

A mere 72 hours after navigation resumed at Lock 52, the Corps had to raise the dam at Lock 53, delaying traffic for yet another 24 hours. Once the navigation pool was stabilized at Lock 53, the Corps found obstructions in the main chamber that did not allow the lower gates to close properly. This stalled navigation again for another 24 hours while the Corps removed the obstruction. Navigation has resumed, but only through the 1200-foot chamber at Lock 53 because the 600-foot chamber is inoperable. This delay resulted in 42 vessels awaiting transit through Lock 53, with 24 waiting to transit Lock 52.

Locks and Dams 52 and 53 are up-river from the Olmsted project, which is expected to be complete next year, but clearly must become operational as soon as possible. Once Olmsted is finished, Locks and Dams 52 and 53 will be deconstructed and removed. ♦



Hurricane Harvey Wreaks Havoc

Hurricane Harvey made landfall on August 25 as a Category 4 storm with winds of 130 mph near Rockport, Texas left little untouched in its wake. It dropped 40 to 52 inches of rainfall in southeast Texas and southwest Louisiana.

The Corps of Engineers estimated that 800,000 cubic yards of sediment flowed down from the upper Colorado River during Harvey, impacting channel depths at the west lock near Matagorda, Texas. Commercial and recreational navigation was halted for nearly a month, but was set to resume on September 25 for 43 boats and 84 barges waiting in the queue. ♦



Pictured in white helmet, WCI Executive Committee Member and former Chairman Matt Woodruff (Kirby Corporation) assisted in 65 private rescues in Houston during the worst of the storm.



According to Stars & Stripes, Capt. Tony Hahn, commander of the Coast Guard's Corpus Christi sector, early rescues from Hurricane Harvey were for three people from a fishing boat, four from a barge, and 11 from two tugboats.

SCI to Honor WCI Members With River Bell Awards

The Seamen's Church Institute will honor three WCI members with River Bell awards in December in Paducah, Kentucky. Congratulations to this year's SCI awardees: James Farley, Kirby; Cherrie Felder, Channel Shipyard; and Scott McGeorge, Pine Bluff Sand & Gravel Company. ♦



James Farley
River Bell Award



Cherrie Felder
Distinguished Service Award



Scott McGeorge
Lifetime Achievement Award

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Industry Events Ahead

October 9-10: Tennessee River Valley Association Annual Meeting (Nashville)

October 11-13: AWO Fall Convention & Board of Directors Meeting (Boston)

October 17-19: Ohio River Inspection Tour (Pittsburgh)

November 2-3: Inland Waterways Users Board Meeting (Vicksburg)

November 6-8: Upper Mississippi River Basin Association Water Quality Executive Committee Meeting, Quarterly Meeting, and UMRR Coordinating Committee Quarterly Meeting (St. Paul)

November 8-10: 14th Annual Waterways Symposium, sponsored by Waterways Council, Inc. (WCI), Informa Economics and Waterways Journal (Mobile).

November 14: Inland River Ports & Terminals Third Legislative Briefing (Washington, DC)

November 29-December 1: International WorkBoat Show (New Orleans)

December 7: Seamen's Church Institute's 18th Annual River Bell Awards (Paducah). ♦

