

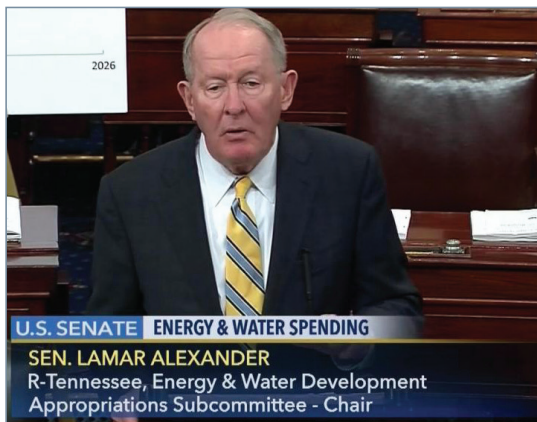
# Capitol Currents



## FY17 Appropriations Bill Passes; Offers Boost to USACE Funding

**WHILE DEBATING THE ONCE CONSIDERED NON-CONTROVERSIAL** FY 17 Energy & Water Development (E&WD) Appropriations bill on the Senate floor on April 27, an amendment by Senator Tom Cotton (R-AR) to restrict

U.S. purchases of “heavy water” used in producing nuclear energy from Iran irked Democrats, and put the bill on hold. Arguing that it violated an agreement to avoid “politically charged” amendments on spending measures, Democrats blocked multiple cloture votes to end debate on the bill. Eventually the Cotton amendment was voted down and the bill passed on May 12.



*Sen. Lamar Alexander discusses FY17 Funding (photo courtesy of C-span2.org).*

The Senate’s FY 2017 E&WD bill provides Corps funding for its Civil Works Program at \$6 billion, an increase of \$11 million above the FY16 enacted level, and \$1.380 billion above the President’s budget request. The Senate bill more than restores the 23% cut to the Corps’ budget proposed by the Administration for FY17.

The Construction account receives \$1.81 billion or \$723.65 million more than the FY17 President’s request. With Olmsted funded at \$225 million as requested by the President, a total of \$375.65 million will be made available for capital investment to modernize the Nation’s

inland waterways transportation system. Additional full-use funding will be allocated by the Secretary of the Army, taking into account the priorities established by WRRDA 2014.

The Operations and Maintenance (O&M) account receives a record \$3.17 billion, \$468.83 million above the Administration’s request for FY17. The FY 2016 O&M funding level was \$3.14 billion, the then-highest ever appropriated for this account in an annual appropriation bill, or \$36.83 million more in FY17 than appropriated in FY16.

The Investigations account receives \$126.5 million, or \$41.5 million above the FY17 request. The Secretary of the Army will allocate these funds, with WCI requesting \$10 million be dedicated to Pre-Construction Engineering and Design (PED) of the Navigation Ecosystem Sustainability Program (NESP).

The bill surpasses the WRRDA 2014 target for Harbor Maintenance Trust Fund appropriations at \$1.3 billion.

A bump of \$700 million above the President’s budget request was provided for construction of flood storm damage risk reduction, shore protection, aquatic ecosystem restoration, and related Corps mission projects authorized by law. Mississippi River & Tributaries (MR&T) received \$368 million for flood damage reduction.

The President’s senior advisors have recommended a veto of the bill based on Department of Energy riders included in the bill. ♦



**WATERWAYS COUNCIL, INC.**

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## WCI Spearheads P3 Opposition Letters

On April 6, 75 national organizations representing U.S. manufacturers, farmers, wholesalers, retailers, importers and exporters, ports, shipyards, labor, national and regional organizations, State agencies, and transportation and logistics providers expressed their strong opposition to tolls or lockage fees on the inland waterways system, whether in

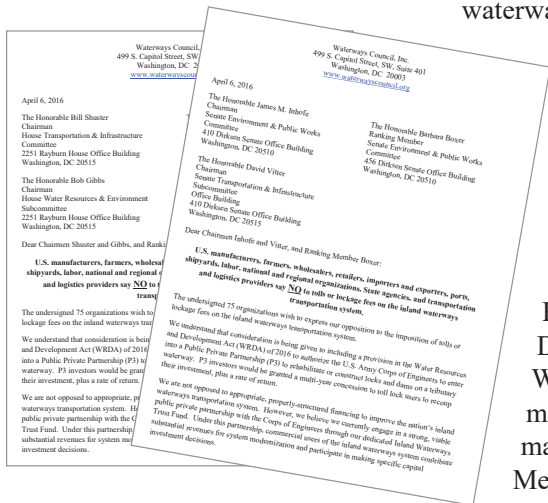
connection with new P3 authorization language in WRDA or in any other form. Letters were sent to House Transportation & Infrastructure (T&I) Committee members and Chairman Bill Shuster and Ranking Member Peter DeFazio, along with House Water Resources & Environment Subcommittee Chairman Bob Gibbs and Ranking Member Grace Napolitano. In the Senate, letters were sent to members of the Senate EPW Committee, and to its Chairman James M. Inhofe and Ranking Member Barbara Boxer, plus to David Vitter, Chairman of the Senate Transportation & Infrastructure Subcommittee.

There were reports that WRDA 2016 was a potential legislative vehicle for a new P3 authority to impose additional fees on commercial users of the inland waterways. Read the letters here: [House](#) and [Senate](#).

### P3 Parlance

The House Report to accompany the Energy and Water Appropriations bill for FY17 contained the following language concerning implementation of Public Private Partnerships. (The FY16 P3 is a flood control project for Fargo, ND and Moorehead, MN):

“The Committee is unaware of any work the Corps has done to comply with this direction (to develop a policy on how proposals for public-private partnerships will be considered by the Corps and how these partnerships will be incorporated into the budget policy). Therefore, due to the concerns detailed above and until such time as a comprehensive policy is established and provided to the Committees on Appropriations of both Houses of Congress, the Corps shall discontinue all work on project-specific public-private partnerships beyond the P3 project selected as a new start in fiscal year 2016.” ♦



## INFRASTRUCTURE WEEK

Infrastructure Week will be celebrated May 16-23, 2016. WCI will release a [one-pager](#) highlighting the importance of lock and dam infrastructure.

The theme for 2016 is “Infrastructure Matters” and “tells the story of what infrastructure means to Americans. It matters, in big ways and in small, to our country, our economy, our quality of life, our safety, and our communities. Roads, bridges, rails, ports, airports, pipes, the power grid, broadband... infrastructure matters to the goods we ship and the compa-



nies that make and sell them; it matters to our daily commutes and our summer vacations, to drinking water from our faucets, to the lights in our homes, and ultimately to every

aspect of our daily lives.”

**RELATED:** The American Society of Civil Engineers released a report May 10 with new data indicating

that families lose \$3,100 annually in personal household income as a result of the government’s failure to adequately invest in infrastructure. Read it [here](#). ♦

## Senate EPW Committee Advances WRDA 2016

On April 28, the Senate Environment and Public Works Committee marked up and nearly unanimously (19-1) advanced a Water Resources Development Act (WRDA), S. 2848. This bill returns order to an every-two-year-cycle for WRDA, but the 271-page Senate bill offers a “kitchen sink” approach that will likely be in contrast to the House’s expected slimmed-down “pamphlet bill.” The Senate bill recommends more than \$3 billion of ecosystem, and \$6 billion for water quality projects related to the Flint, Michigan water crisis.

From WCI’s view, the biggest win in the Senate version of WRDA is the Committee’s rejection of lockage fees or waterways tolls to finance Public-Private Partnerships (P3s). A strong outpouring against a proposal to add lockage fees/tolls on the Illinois Waterway was represented in a letter signed by 75 national organizations, led by WCI (see article, page 2).

WCI also praised the Senate bill’s authorization of \$16.7 million in modification work at Calcasieu Lock in Louisiana, along with the Brazos Island Harbor project that is \$116 million Federally/\$135 million non-Federally funded. The bill also added a provision to remove Inland Waterways Trust Fund capital projects from the five-year/no funding de-authorization rule until Olmsted is substantially completed. This is a win for the Navigation Ecosystem Sustainability Project (NESP), which has not received significant funding since its authorization in WRDA 2007. The Senate EPW Committee did not recommend increasing the threshold for major rehabilitation from \$20 million to \$50 million, a recommendation of the Inland Waterways Users

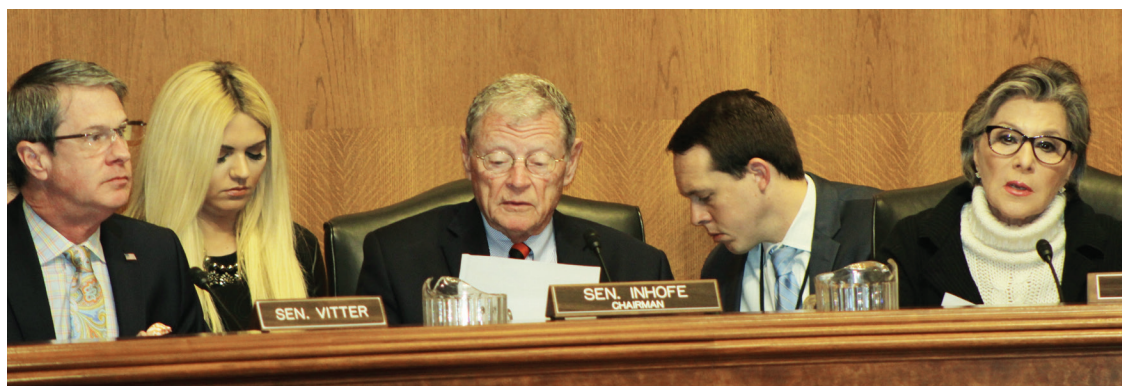
Board and included in the Capital Development Plan. WCI has advocated for this adjustment because the current threshold creates an incentive for the Corps to withhold initiating routine maintenance until such time as the aggregate cost exceeds \$20 million and then re-classify the work as “major rehabilitation” and shift the cost to the IWTF.

The Senate also did not authorize the Upper Ohio River Navigation Study near Pittsburgh, as it awaits a Chief’s Report to be signed likely in early 2017.

There is optimism that the WRDA bill will make it to the Senate floor quickly, with the House T&I Committee expected to mark-up its version of the bill in mid- to late May. ♦



Senate EPW Member Senator Shelley Moore Capito (R-WV) brought her granddaughter to the WRDA markup in celebration of “Bring Your Daughter to Work Day”



Senate EPW Chairman Inhofe (center) leads the WRDA 2016 markup, with Ranking Member Boxer (right) and Senate Transportation & Infrastructure Subcommittee Chairman Vitter (left).

## LAGRANGE LOCK & DAM: AGING UNGRACEFULLY

*By Michael Tarpey, PE, PMP, Senior Project Manager, U.S. Army Corps of Engineers, Rock Island District*

The LaGrange Lock and Dam is an aging piece of navigational infrastructure on the Illinois Waterway that is at an increased risk of failure due to deteriorating lock concrete and obsolete mechanical and electrical systems. High system usage, frequent flooding and freeze-thaw cycling have been contributing factors affecting the condition of the facility. Additionally, the lock is 110-foot wide by 600-foot long while the majority of the commercial traffic transits 1,200-foot long chambers, which can result in extended waiting times. The average waiting time in 2014, was approximately 3.7 hours.

The lock, which opened in 1939, is located on the Illinois River near Beardstown, Illinois, and is situated approximately 80 miles upstream of the confluence of the Illinois and Mississippi rivers. The 20-year average traffic volume of the facility is 31.4 tons; in 2014 it was 26.1 tons. Failure of the lock concrete, mechanical or electrical system could result in an extended period of unscheduled lock closure and have significant impacts to commercial navigation.

Over the years, the vertical lock wall concrete has deteriorated significantly and sections of the wall have been removed as a safety precaution to prevent the concrete from falling into the river. While the original mechanical and electrical systems, installed during the 1930s, require frequent repairs that are labor intensive and costly, the system has been very reliable given the current condition. However, these systems no longer have spare parts and repair times are

expected to be longer in the future due to the need to fabricate replacement parts.

During low to moderate flows on the Illinois River, LaGrange Lock and Dam is needed to maintain a 9-foot navigation depth and provide a means for commercial and recreational vessels to travel from one river pool to the next. In high water conditions, which occur approximately 40-45% of the time, a navigable section of the dam can be opened to allow river traffic to pass without the need for the lock. The navigable section of the dam consists of a series of 109 Chanoine-type wicket gates which can be folded down onto the river bottom.

A Major Rehabilitation Evaluation Report was approved in August 2005 and is, at this time, awaiting new start funding. The current cost estimate for major rehabilitation is \$72.6 million and would include resurfacing the lock concrete and horizontal surfaces and constructing new downstream bulkhead recesses. The estimate for major maintenance is \$22.9 million and would include constructing a new lock control system, adding a new lock power system, miter gate and culvert valve machinery and bubbler system and adding new emergency generators.

Costs for major rehabilitation would be jointly funded by a 50% federal, 50% Inland Waterways Trust Fund split. Major maintenance on the other hand would need to be funded completely by federal operations and maintenance funds. If the project were to receive full funding, is estimated that the work would take approximately three years to complete.

The Navigation and Ecosystem Sustainability Program (NESP), which was authorized by the Water Resources Development Act of 2007, included the construction of small-scale navigation improvements (mooring cells and switch boats), seven new 1,200-foot lock chambers, and ecosystem and habitat restoration projects. From 2005 to 2010, Congress appropriated approximately \$62 million to NESP for the planning and design of the navigation and ecosystem projects, including the new 1,200-foot lock at LaGrange. Approximately 15% of the design and planning work was completed for this project when work was suspended in 2011 due to lack of funding. ♦



*Collapsing lock wall at LaGrange Lock on the Illinois Waterway.*

## Waterways Council: Thank You for Your Support

By Lieutenant General Thomas Bostick  
Chief of Engineers, U.S. Army



LTG Thomas Bostick

Back in the 1980s, there was an advertisement that used to end with “...thank you for your support.” As I prepare to end my tenure as the Army’s 53<sup>rd</sup> Chief of Engineers, I thank Waterways Council for your great support of the Civil Works program and, more importantly, for the waterways on which our Nation depends. Your organization has been essential to the progress we’ve made over the years.

As I leave, some perspectives:

We like to talk about investment in our projects – it’s not a cost, it’s an investment in the benefits these projects provide to the American people. Among these is the Nation’s most economical mode of transportation, moving 15% of our freight – 624 million tons of cargo a year including 60% of our grain exports, 22% of the coal used to produce electricity, and 22% of our petroleum – at a cost half that of rail and one-tenth that of trucks – with added benefits of reduced traffic and air pollution. The inland waters, and the ports to which they connect, support 95% of our international trade, which provides 1/3 of the U.S. gross domestic product and supports almost 14 million jobs.

The Corps began the Civil Works Transformation process on my predecessor’s watch in 2008. Since then, 63 Chief’s reports have been completed with recommendations for over \$30 billion in water resources investments. During the first four years, there were 19 Chief’s Reports. In the last four years, the number is 44, more than doubling our progress, and we are on schedule to complete more by the end of this fiscal year.

Despite these investments, our Nation’s infrastructure is showing signs of wear. The American Society of Civil Engineers rates the Nation’s overall infrastructure at a D+, and our inland waterways earned a dismal D-. Much of the infrastructure that the United States still relies on today was built between 1900 and 1950. We have not recapitalized on our initial investments by upgrading these projects.

Funding across the federal government remains very challenging. In order to complete the con-

struction projects that we are currently budgeting, we would require \$19.7 billion. A significant portion of these projects are on our Inland Waterway System. With construction funding at just over \$1 billion per year, it would take nearly 20 years just to complete our current projects.

As a Nation, we must continue to think creatively and innovatively about how we gain support beyond the federal government in the completion of these and future projects to complete them in a more reasonable amount of time. The Corps seeks ways to accomplish this important work, including many different forms of innovative financing – including the contributing and accelerating of funds by non-federal sponsors and public-private partnership arrangements to leverage scarce federal dollars with the potential for non-federal investments. Other countries are doing this successfully, and we want to learn from them, and hopefully have ideas to share with them too.

WCI has done major heavy lifting here, supporting the inland waterways fuel tax and working with us to develop our Capital Improvement Program. I thank the many members of Waterways Council who have served, or are serving, on the Inland Waterways Users Board, which advises me, the Secretary of the Army, and the Administration on the priorities we should pursue.

We are moving forward to developing a comprehensive national water security strategy in collaboration with stakeholders and partners to provide strategic direction at a national scale. The time is right, as many are now following our lead to elevate water and related infrastructure as the linchpin to security and stability, not only in this nation but also abroad.

In closing, let me say something about our Corps team. In the four years I have been in command, I have traveled to all of the Corps of Engineers’ 43 districts and nine divisions to see their vital work at home and abroad. I remain convinced that we have an exceptionally skilled and talented workforce. It has been my great honor to serve the nation and the Army for 38 years. As we have done for 241 years, the U.S. Army Corps of Engineers remains focused on engineering solutions for the Nation’s toughest challenges. ♦

“Our efforts to educate stakeholders, including Congress and OMB, are paying off. President Obama, Vice President Biden and members of Congress are now talking more about our infrastructure due to our efforts to educate leaders about our pressing water resources needs.”

## MEMBER SPOTLIGHT: CATERPILLAR

The renowned Caterpillar brand, legacy and vision for innovation started in California in 1925. For 90 years, Caterpillar Inc. has been making sustainable progress possible and driving positive change on every continent. Customers turn to Caterpillar to help them develop infrastructure, energy and natural resource assets. With 2015 sales and revenues of \$47.011 billion, Caterpillar is the world's leading manufacturer of construction and mining equipment, diesel and natural gas engines, industrial gas turbines and diesel-electric locomotives.



The company principally operates through three product segments: Construction Industries, Resource Industries and Energy and Transportation, and it also provides financing and related services through its Financial Products segment.

Caterpillar's interest in the nation's rivers is to help facilitate benefits of the waterways making sustainable progress possible. Sustainable Transportation Infrastructure Development for Caterpillar means leveraging technology and innovation to increase efficiency and productivity with less impact on the environment and helping its customers do the same. Enabling businesses to become more productive by providing products, services and solutions that use resources more efficiently is a goal of the company. The waterways "Keep America Moving," and Caterpillar makes that progress possible in the most sustainable way.

Caterpillar has a global footprint, and its global dealer network enables service and support for customers all over the world. For the waterways, the company provided marine power, propulsion and auxiliary power to vessels, along with asset management solutions and productivity tools. They also provide dredging equipment and power along with the precision control and efficiencies, material handling equipment for ports and terminals, and construction and Earth-moving equipment used in the construction, repair maintenance of locks and dams. Caterpillar also offers solutions to rail service and road

transportation to ensure comprehensive surface transportation infrastructure.

Being a part of WCI, an organization that supports sustainable development of our Nation's waterways, provides Caterpillar the opportunity to partner with an esteemed industry that keeps commodities and exports on the move. When asked, "what is one thing you have learned through your association with WCI?": "Just the passion, leadership, commitment of the members who highlight the benefits of our waterways to America." ♦

## Earth Day Messages

WCI and The American Waterways Operators (AWO) joined together to celebrate Earth Day 2016 on April 22 by releasing to the news media, to Hill staff, and through social media, a one-page fact sheet highlighting waterways' environmental and energy efficiency benefits. ♦

**The Waterways Are the Greenest Way to Go on Earth Day and Every Day**

**Barge transportation on our nation's waterways is the most environmentally friendly way to move bulk commodities that are vital to the U.S. economy and to Americans' quality of life.** In 2014, 604 million tons of cargo moved on inland waterways systems. These are cargoes that the nation—and the world—depend upon, like grain, soybeans, petroleum, chemicals, salt, sand, construction materials, and more.

**CAPACITY COUNTS**  
Towboats can push many barges at one time. One 15-barge towboat can pull as much cargo as 1,000 semi-trucks, or six locomotives pulling 216 rail cars.

**HATE TRAFFIC? WATER TRANSPORTATION RELIEVES ROAD AND RAIL CONGESTION**  
Keeping cargo on the water instead of our highways means 51 million fewer trips by truck on our already overcrowded roads. In fact, if all the cargo that currently moves by inland barge throughout the country were put in tractor trailers evenly distributed across our nation's rural interstate highway system, truck traffic on the interstate system would increase by a whopping 83%.

**FRESH AIR, CLEAN WATERWAYS ... BROUGHT TO YOU BY THE CLEANEST MODE**  
No other mode of transportation compares to barges in minimizing carbon dioxide emissions. Based on emissions of CO<sub>2</sub> per-million ton-miles of cargo moved, trucks emit 17.83 tons, rail emits 21.35 tons, while barges produce only 0.64 tons.

**SAFETY IS JOB ONE**  
Barges have the highest and best safety record. Of spills greater than 1,000 gallons, the spill rate for trucking is four times that of barges. Barge design features such as double hulls and a comprehensive set of requirements for equipment, personnel and liability administered by the U.S. Coast Guard have combined with industry initiatives such as safety management systems and shipper vetting programs to dramatically reduce spills over the last two decades.

**EFFICIENCY EFFECTS**  
Modern trucks can move a ton of cargo 150 miles for each gallon of fuel burned. Newer railroad locomotives can move that cargo 478 ton-miles per gallon, but barges pushed by towboats can move it 616 ton-miles per gallon.

**BARGING INTO THE FUTURE**  
Our inland waterways are a critical solution to the nation's transportation challenges today and for the future. The waterways transportation option is the most cost-competitive, fuel-efficient, congestion-relieving mode with the smallest environmental footprint.

The inland waterways system also provides additional benefits for flood control, water supply, irrigation and electric power production that contribute to the quality of life for American communities.

**CONTACTS:**  
The American Waterways Operators  
www.americanwaterways.com  
Waterways Council, Inc.  
www.waterwayscouncil.org

**The American Waterways Operators**

**WATERWAYS COUNCIL, INC.**

Sources: U.S. Coast Guard, "A Modal Comparison of Freight Transportation Effects on the General Public," Texas Transportation Institute, 2012.



## WCI Sustainability Column: Ingram Barge Company

Ingram has long pursued a sustainable work ethic, way before our formalized sustainability program began. Barging bases its livelihood directly on natural resources, so protecting and preserving our nation's waterways has led Ingram to navigate a responsible course. That has steered us to engage with diverse partners, including conservation groups, the government, environmental agencies, and local communities where we live and work, all in efforts to preserve the rivers for future generations, and to remain an industry leader in environmental stewardship.

Positive contributions to ecology have been studied in sustainability circles. Harvard's School of Public Health calls it NetPositive Enterprise and Daniel Goleman, author of *FOCUS: The Hidden Driver of Excellence*, calls it a handprint. Typically, sustainability programs look at reducing a company's carbon footprint, but calculating a handprint looks at the sum total of all the good things a company has done to lower its ecological impact.

Ingram was a "NetPositive Enterprise" even before the term was invented. Ingram's government- and industry-level involvement helps to improve our country's infrastructure, and we have consistently stayed ahead of the federally-mandated requirements to make our world a better place, not to mention Ingram's community involvement.

With the lens of positive contributions in mind, here are a few projects to consider:

- During the past seven years, Ingram has joined forces with The Nature Conservancy to restore 5,000 acres of wetlands in Western Kentucky where Obion Creek and Bayou Du Chien flow into the Mississippi River. This seed initiative has led to other local, state and federal funding to conserve property along the Mississippi River.
- Ingram also supports America's Watershed Initiative, which has published the first report card grading the health of the Mississippi Watershed.
- Ingram's headquarters are in Nashville so the local community and river system receive Ingram's support and attention. The Cumberland River Compact, one organization that Ingram collaborates with, works to ensure clean and abundant water sources that support, life, recreation, and economic well-being throughout the Basin.
- Ingram also assisted with a local reclamation of a migratory wetland ecosystem in Bells Bend Park, an 808-acre park located at a huge bend in the Cumberland River, just 15 minutes from the hustle and bustle of Nashville.
- Ingram has focused on fuel efficiency improvements for over a decade. Ingram's membership in the EPA's SmartWay Transport Partnership since February 4, 2010, and soon after, its participation in the Barge Freight component of the SmartWay Transport Partnership, demonstrates to customers and communities alike, a commitment of increased fuel efficiency and emission reductions. These efforts between the U.S. Government's Environmental Protection Agency (EPA) and the country's leading private industry freight carriers and freight users are aimed at reducing carbon, oxides of nitrogen and particulate matter emissions.

As a result of these corporate projects and strategies, Ingram has been recognized over the years by outside government agencies and non-governmental organizations. Among the accolades are the 2011 U.S. Environmental Protection Agency's Southeast Diesel Collaborative Award and the 2012 U.S. Coast Guard William M. Benkert Marine Environment Protection Gold Award.

Last fall, Ingram Barge Company was honored with a SmartWay® Excellence Award from the U.S. Environmental Protection Agency as a true industry leader in freight supply chain environmental performance and energy efficiency. Through the SmartWay Excellence Awards program, the EPA recognizes leading shippers, logistics companies and freight carriers that are optimizing the environmental performance and efficiency of their freight operations, while serving as role models for other businesses to follow.

Ingram is proud to be the first barge carrier in the history of the Partnership to receive this distinction, representing the best environmental performers of SmartWay's nearly 3,000 partners. ♦

## WCI'S 2016 WASHINGTON MEETINGS



**Photo 1:** Amanda De Jong (left), Iowa Corn Growers Association, catches up with Martha Scott Poindexter (Bunge North America). **Photo 2:** Bruce McGinnis (left), McNational, Inc., shares a laugh with Errin Howard, RiverWorks Discovery. RiverWorks Discovery brought its traveling exhibit to Capitol Hill's Rayburn Foyer in March, offering a chance to learn more about the inland waterways. **Photo 3:** WCI's Medina Moran (center) greets Rep. Pete Olson (R-TX) (left) and The Honorable Bob Livingston, former House Appropriations Committee Chairman. **Photo 4:** Jeanine Hoey, Chief of the Engineering and Construction Division for the Corps in Pittsburgh, received the 2016 Waterways Counsel Award for her tireless efforts to help enhance public policy through her work on inland waterways infrastructure modernization. Steve Little (Crouse Corporation), former Chairman, Inland Waterways Users Board, presented the award. **Photo 5:** CAPT Verne Gifford, USCG, talks with Spencer Murphy, Canal Barge (left), Caryl Pfeiffer, LG&E & KU Services, and WCI's Tracy Zea.





## WCI'S 2016 WASHINGTON MEETINGS CONTINUED...



**Photo 1:** Eric Lausten, Chief of Staff to Rep. Daniel Lipinski (D-IL) (left) accepts the WCI 2016 Leadership Service Award from Del Wilkins, Illinois Marine Towing, Inc. **Photo 2:** Jim Stark, Gulf Intracoastal Canal Association (left), Rev. David Rider, Seamen's Church Institute (center), and Steve Golding, Golding Barge (right), chat before the WCI Leadership Service Award Dinner on March 15 in Washington, DC. **Photo 3:** House T&I Committee member Rep. Jeff Denham (R-CA) addresses WCI's Waterways Seminar.

**Photo 4:** Rep. Garret Graves (R-LA), pictured here with Chris Johnsen (left), Jones Walker, prepares to speak to WCI's 2016 Waterways Seminar attendees. "The waterways play an increasingly important role...we are all well aware that you power our economy with the goods you move. Your system is the one that allows costs to stay low," he said. **Photo 5:** U.S. Maritime Administrator Paul "Chip" Jaenichen (center) talks to AWO President/CEO Tom Allegretti (left) and WCI President/CEO Mike Toohey at the Leadership Dinner reception.

## Moves of Mention



MG(P) Todd Semonite

On April 20, the Senate confirmed the nomination of **MG(P) Todd Semonite** to become the Corps of Engineers' 54<sup>th</sup> Chief of Engineers to succeed General Thomas Bostick, who will retire this month. MG Semonite last served as Deputy Commanding General, Combined Security Transition Command in Afghanistan. Before that, he was Deputy Commanding General for the Corps.

**Brigadier General Richard G. Kaiser**, Commander of the Great Lakes & Ohio River Division, is leaving his position to serve in Afghanistan beginning June 1. **Colonel Richard "Rick" L. Hansen**, Commander of the New Orleans District, will be joining him there. BG Kaiser will be succeeded by **Brigadier General R. Mark Toy**, currently serving as Commanding General of the South Pacific Division in San Francisco. No successor to Col. Hansen has yet been named.

**Mark Mazzanti** has been named to succeed **Bob Slockbower**, Southwestern Division Programs Director in Dallas, Texas, and will assume this new role sometime in July. He will be responsible for developing, managing and executing the Division's Civil and Military Programs. He was formerly Chief of the Programs Integration Division for the Civil Works Directorate at Corps Headquarters. Slockbower will retire on or about June 30, and a successor to Mr. Mazzanti has not yet been named.

**Steve Stockton**, Director of Civil Works, will retire in August, after 11 years in this role. He has worked for the Corps for 41 years and five months. "A life well lived," Stockton told *Capitol Currents*. A retirement lunch is scheduled on August 4 at Ft. Myer in Arlington, Virginia, and the official retirement ceremony will take place on August 5 at the GAO Auditorium in Washington, DC.

Port of New Orleans' President and CEO **Gary LaGrange** will retire at the end of his current contract in April 2017. The Board is expected to name Brandy Christian, the Port's current Chief Operating Officer, to succeed him. A 40-year veteran of the maritime industry and a member of WCI's Board of Directors, he has served as President and CEO of the port since 2001.

During his tenure, the Port invested more than \$500 million in infrastructure, opening state-of-the-art facilities including new container, intermodal, cruise and refrigerated terminals. Port revenues reached record heights for the fourth consecutive year in 2015, topped the half-million TEU mark for the first time and topped one million cruise passengers for the second consecutive year. Mr. LaGrange led the Port of New Orleans back into operation 12 days after Hurricane Katrina, the most extensive natural disaster in U.S. history. In a press release, he said, "I have said it before and I'll say it again. You will not find a better team anywhere in the maritime community than here at the Port of New Orleans."

The U.S. Maritime Administration has named **Branden Criman** as its new Inland Waterways Gateway Director. She is currently the Transportation Assets Manager for Serpro Logistics in St. Louis and was previously the Deputy Port Director for the Port of Kansas City.

**Randy Asbury**, Executive Director of the Coalition to Protect the Missouri River (CPR), will depart the organization at the end of this month. Serving CPR for nearly 15 years, he moves on to lead a ministry, the Primrose Hill Teen Challenge.

The Tennessee-Tombigbee Waterway Development Authority has named **Mitchell B. "Mitch" Mays** as its Administrator. In this role, he will also serve as president of the Tennessee-Tombigbee Waterway Development Council, a not-for-profit trade association the authority established in 1985 to represent the myriad interests in the waterway and its potential benefits. ♦



Steve Stockton



Gary LaGrange  
(photo courtesy of Cheryl Gerber, Biz New Orleans)



Mitch Mays

## In Memoriam



Dolores Cook

**Dolores Cook**, wife of long-time WCI *Capitol Currents* editor Harry Cook, passed away on April 11 in Destin, Florida. Harry was with her when she died.

Harry and Dolores were married over 57 years. This excerpt is from the December issue of *Capitol Currents* in its story about Harry's retirement from WCI: "Also from Alabama, Dolores attended Birmingham Southern College and was introduced to Harry by her former boyfriend. 'I thought I'd never hear from that man again after we met,' she said wryly. 'But I called you the next day,' Harry reminded her. They have one son, Christopher, who lives in Atlanta, and is married to Emily. Harry and Dolores have a two-year-old grandson, William, whose photo dons their refrigerator, and another grandchild on the way. Harry and Dolores are planning a move to Destin, Florida.'

**Richard S. "Sam" Kem**, a retired two-star general who served at top levels in the U.S. Army Europe and the Army Corps of Engineers, died of complications from hip surgery on April 1, 2016.

General Kem was a native of Richmond, Indiana. He graduated from the United States Military Academy at West Point in 1956 and received a master's degree in civil engineering from the University of Illinois and another in international affairs from The George Washington University. He was also a graduate of the Army Command and General Staff College at Fort Leavenworth, Kansas, and the Naval War College at Newport, Rhode Island. After his

military career, he worked as the Director of Public Works for Arlington County, Virginia, from 1990-2004. Services and burial will take place at a future date at Arlington National Cemetery.

**Robert P. Petter, Sr.**, Chairman of WCI member company Henry A. Petter Supply Company, died at the age of 80 in Paducah, Kentucky. He started with the company in 1959, later becoming Chief Executive Office in the 1980s, celebrating 57 years with the company that supplies marine related items to vessels on the waterways. ♦



Robert Petter, Sr.  
(Photo courtesy of Waterways Journal)

## Industry Events Ahead

**May 18-20:** Warrior-Tombigbee Waterways Association Annual Meeting (Point Clear, AL) [www.warriortombigbee.com](http://www.warriortombigbee.com)

**July 1:** 79<sup>th</sup> annual Inland Waterways Users Board Meeting (Paducah, KY)

**August 10-12:** Gulf Intracoastal Canal (New Orleans, LA) [www.gicaonline.com](http://www.gicaonline.com)

### SAVE THE DATES:

**November 15-17:** WCI 2016 Waterways Symposium (Cincinnati, OH)

**March 27-29, 2017:**  
WCI 2017  
Washington Meetings  
(Washington, DC)  
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Mike Toohey addresses the news media at WCI's annual "Meet the Press" event held on March 9 at the National Press Club in Washington, DC.