

Capitol Currents

March 1, 2016



Eddie Belk

U.S. Army Corps of Engineers Releases FY 2016 Work Plan

By Eddie Belk, Chief of the Operations and Regulatory Division, U.S. Army Corps of Engineers

ON FEBRUARY 9, 2016, THE U.S. ARMY CORPS OF ENGINEERS (CORPS) DELIVERED the Fiscal Year (FY) 2016 Work Plan to Congress. That Work Plan is focused on supporting and improving the Nation's economy, protecting the American people, constructing and maintaining reliable and efficient infrastructure, and restoring the environment.

The FY 2016 Work Plan allocated the approximately \$1.3 billion of additional funding provided by the Congress above the President's FY 2016 Budget of \$4.732 billion. It will significantly advance studies, construction and maintenance activities across the Corps' navigation, flood risk management, and other Civil Works programs. The Corps recognizes the difficult choices imposed by the constrained fiscal environment at the Federal level and is therefore very grateful for the additional investments Congress chose to make in the critical water resources infrastructure of the Nation and will promptly put those additional investments to good work. The Work Plan includes an additional \$677 million for navigation projects, programs and activities. Of that amount, approximately \$390 million is for Operations and Maintenance (O&M), \$4.5 million is for Investigations, \$266 million is for Construction, and approximately \$9 million is for Mississippi River & Tributaries maintenance dredging.

For Investigations, the FY 2016 Work Plan includes funding for three new start navigation

studies: Gulf Intracoastal Waterway, Brazos River Floodgates and Colorado River Locks, TX; Matagorda Ship Channel, TX; and Unalaska Channels (Dutch Harbor), AK; and additional funding for ongoing studies and design for major deep draft harbors, channels, and inland waterways such as Calcasieu Lock, LA; Charleston Harbor, SC; Mobile Harbor, AL; and Port Everglades Harbor, FL.

For Construction, it includes new starts for Port Lions (Deepening and Breakwater), AK and for Atlantic Intracoastal Waterway Bridges at Deep Creek Bridge, VA. Funds were also provided for continuing construction of major deep draft harbors, channels, and inland waterways such as Savannah Harbor Expansion, GA; Norfolk Harbor and Channels – Craney Island Expansion, VA; Columbia River at the Mouth Jetty Rehabilitation, OR & WA; Delaware River Main Channel Deepening, NJ, PA & DE; and Melvin Price Lock and Dam, IL & MO.

Inland Waterways Trust Fund (IWTF) revenues of \$55 million and matching General Treasury funds are being used to advance construction on Olmsted Locks and Dam, IL & KY (\$268 million total); Locks and Dams 2, 3 and 4, Monongahela River, PA (\$58.9 million total); Kentucky Lock and Dam, Tennessee River, KY (\$45.4 million); and Chickamauga Lock, Tennessee River, TN (\$29.9 million). IWTF revenues are also being used to complete construction of Lockport Lock and Dam, IL (\$1.4 million). The allocation of an additional

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\$55 million brings the total estimated IWTF allocation in FY 2016 to \$108 million, well above prior year allocations, as a result of the increase in the fuel tax on inland waterways from \$0.20 per gallon to \$0.29 per gallon on April 1, 2015, as authorized in the Achieving a Better Life Experience Act of December 2014.

The largest increase by far was in the O&M account, where additional funds were focused on buying down risk on those projects and components that had the greatest risk of failure, afford the largest return on investment, met the

performance requirements in the Statement of Managers, and could execute the funds in FY 2016. Inland waterways funding was increased approximately \$68 million above the President's FY 2016 Budget and focused on high commercial use waterways such as the Mississippi River, Ohio River, Illinois Waterway, Gulf Intracoastal Waterway, and Black Warrior Tombigbee Waterway, as well as other waterways with critical maintenance and repair needs, particularly following the recent storm events such as impacted the McClellan Kerr Arkansas River Navigation System. An additional \$318 million was provided for coastal harbors and channels, including inland harbors, of which \$40 million was provided to address increased deep draft Mississippi River shoaling in the Baton Rouge to the Gulf project; \$81 million was set aside for low commercial coastal and inland harbors and channels; and \$24 million was provided for 15 Donor and Energy Transfer Ports.

The FY 2017 Civil Works Budget was released by the Administration on February 9, 2016 and includes \$4.62 billion for the Corps to carry out its important Civil Works missions. It was developed in conjunction with the FY 2016 Work Plan and includes \$1.934 billion for the navigation program.

The funding provided under the FY 2016 Work Plan will enable great strides to be made toward improving and maintaining the Nation's navigation infrastructure. Because additional investments are still important for a reliable and resilient navigation system, USACE is exploring Alternative Financing options that might help amplify ongoing Federal investments, and associated non-Federal cost-share funding, by potentially leveraging private investment where and when it makes sense to buy down even more risk, improve system reliability and strengthen the performance of this Nation's Civil Works infrastructure. We encourage you to contact the Corps to discuss those opportunities.

Details on the USACE FY 2016 Work Plan and FY 2017 Budget can be found at: www.usace.army.mil/Missions/CivilWorks/Budget.aspx. ♦

NOTABLE INDUSTRY MOVEMENTS

Semonite Nominated as USACE Chief

President Obama has signed and forwarded to the Senate the nomination of **MG Todd Semonite, USA**, to become the 54th Chief of Engineers, U.S. Army Corps of Engineers. If confirmed, General Semonite will succeed the current Chief, LTG Thomas Bostick, who will retire in May. ♦

American Waterways Operators Names EVP/COO

Congratulations to **Jennifer A. Carpenter**, whose title is now Executive Vice President & Chief Operating Officer at the American Waterways Operators. Jennifer joined AWO in 1990 as its Government Affairs Assistant. ♦



MG Todd Semonite, USA



Jennifer Carpenter

President's FY17 Corps Budget Request Disappoints

The President's FY 2017 budget request for the U.S. Army Corps of Engineers' Civil Works mission was made on February 9, and met with extreme disappointment by WCI. President/CEO Michael J. Toohey said, "The Administration's FY17 budget request proposes a nearly 23% cut and is the most disappointing budget to date. Our nation's waterways, and lock and dam modernization, are critical to the transportation supply chain and to competition for shippers on the world stage, yet we continue to see slashed funding...With Congressional FY 16 appropriations funding finally at efficient levels, we simply cannot go backwards when the outlook for freight ahead is so robust. Congress has consistently demonstrated its understanding of the importance of infrastructure investment. WCI will work vigorously to reverse the Administration's recommendations in the halls of Congress."

The budget proposed only \$4.620 billion for the U.S. Army Corps of Engineers' Civil Works

program, a 22.9% cut from the \$5.989 billion FY16 appropriation for the program; \$1.090 billion for Construction, a 41.5% reduction from FY16's \$1.862 billion; \$2.705 billion for Operations and Maintenance (O&M), \$5 million less than the Administration requested last year for the account, but a \$432 million cut (13.8%) from what Congress appropriated for the current fiscal year; \$85 million for General Investigations, but provided no funds for Preliminary Engineering and Design (PED) for the Navigation Ecosystem Sustainability Program (NESP), authorized in WRDA 2007. The budget also suggests a \$1.289 billion inland waterways user fee. Congress has rejected similar proposals in the past. The budget also requests a mere \$986 million be appropriated from the Harbor Maintenance Trust Fund (HMTF), down from \$1.25 billion in FY 2016. Only the Olmsted IWTF project would receive funding in FY '17 at \$225 million under the Administration proposal. ♦

What's Your Vision for Infrastructure?

The Association of Equipment Manufacturers (AEM) recently announced its sponsorship of a \$150,000 incentive prize called the "Infrastructure Vision 2050 Challenge." The program's goal is to "move beyond the cycle of patchwork fixes and deferred maintenance and start a conversation about the infrastructure opportu-

nities of the future," according to Nick Yaksich, AEM's Senior Vice President, Government and Industry Relations. "This Challenge will provide an incentivized platform for innovative ideas to thrive and help shape America's growth in the 21st century," he said. Visit <https://herox.com/Infrastructure2050> for more details. ♦

Infrastructure Vision 2050 Challenge



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WCI 2016 WASHINGTON MEETING AHEAD

Rep. Daniel Lipinski (D-IL) is the recipient of WCI's 2016 Leadership Service Award

WCI's Washington Meeting will be held March 14-16, 2016 in Washington, DC, at the Madison Hotel, 1177 15th Street, NW. The schedule at press time is:

Monday, March 14

7:30 a.m. Registration opens

8:00 a.m. Buffet breakfast

8:30-11:30 a.m. WCI Board of Directors Meeting (WCI members only), dialogue with Committee on Transportation and Infrastructure (T&I) member **Rep. Garret Graves (R-LA)**

12:00 p.m. Washington Seminar Opening Lunch Address by **MG Ed Jackson**, Deputy Commanding General for Civil and Emergency Operations, U.S. Army Corps of Engineers

1:15-1:30 p.m. Break

1:30-2:00 p.m. Keynote Address by **Rep. Elijah Cummings** (invited)

2:00-2:45 p.m. Professional Staff Panel with **Geoff Bowman**, Staff Director of Water Resources and Environment Subcommittee, T&I Committee; and **Angie Giancarlo**, Professional Staff, Energy and Water Subcommittee, Committee on Appropriations

2:45-3:15 p.m. Address by **Michael Reuter**, Director, The Nature Conservancy, North America Water; **Harald (Jordy) Jordahl**, Director, America's Watershed Initiative; and **Dan Mecklenborg**, Senior Vice President, Chief Legal Officer and Secretary, Ingram Barge Company

3:15-4:30 p.m. U.S. Army Corps of Engineers Panel Discussion of FY '16 funding, FY '16 work plan, status of priority projects; WRRDA 2014 implementation Moderator: **Eddie Belk**, Chief of Operations & Regulatory; **Jeffrey McKee**, Director of Navigation; **David Dale**, Director of Programs, Great Lakes and Ohio River Division; and **Mark Sudol**, Director, Navigation and Civil Works Decision Support Center

4:30 p.m. Preparation for Hill visits (WCI members only) led by **Chris Johnsen** and **John Doyle**, Jones Walker

5:30-7:00 p.m. WCI Opening Reception

Tuesday, March 15

7:30 – 8:30 a.m. Buffet Breakfast and Hill Visit Teams Caucus

9:00 a.m.-5:00 p.m. Capitol Hill Visits; Visit the RiverWorks Discovery traveling educational exhibit and lunch (11:30 a.m.-1:30 p.m.)

6:00-9:00 p.m. WCI 15th Annual Leadership Service Awards reception and dinner.

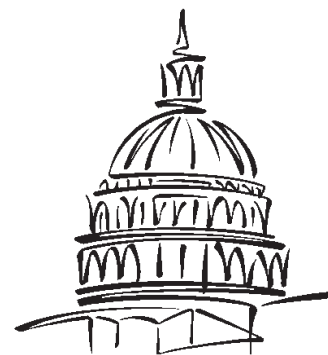
Wednesday, March 16

9:00-10:00 a.m. WCI Membership Committee Meeting

10:00 a.m. – 11:30 a.m. National Waterways Foundation Meeting (Foundation Trustees, Invited Guests Only)

Register online at: <https://www.eiseverywhere.com/ereg/newreg.php?eventid=155601>. Fees for the WCI meetings are \$450 seminar registration; \$195/seat for the Leadership Service Award Dinner; \$1,950/table for the Leadership Service Award Dinner.

Sponsorships are available: Platinum: \$3,500; Gold: \$2,500; Silver: \$1,500. Contact Deb Calhoun, dcalhoun@waterwayscouncil.org if you are interested; sponsorships can also be arranged online. For questions contact Medina Moran, 202/765-2115, mmoran@waterwayscouncil.org. ♦



WCI to Honor Lipinski, Hoey at 2016 Meeting

Rep. Daniel Lipinski (D-IL) is the recipient of WCI's 2016 Leadership Service Award.

Jeanine Hoey, Chief of the Engineering and Construction Division of the Corps' Pittsburgh District, will receive the Waterways Counsel Award for her tireless efforts to help enhance public policy through her work on inland waterways infrastructure modernization. ♦



WCI Board Members Address WRDA Committees

WCI Board of Directors' Member Caryl Pfeiffer, Director, Corporate Fuels & By-Products, LG&E and KU, testified on behalf of WCI before the House Transportation & Infrastructure Committee on February 2 to address a Water Resources Development Act (WRDA) bill for 2016. Ms. Pfeiffer, along with other waterways stakeholders, discussed the benefits of raising the threshold for major inland waterways rehabilitation projects from \$20 million to \$50 million. Ms. Pfeiffer said, "We cannot afford to use Inland Waterways Trust Fund dollars to do routine maintenance on existing infrastructure. As a nation we need to stay competitive by building state-of-the-art infrastructure."

John Sovereign, Senior Vice President, Transportation and Logistics for WCI member company Marathon Petroleum Corporation, testified on February 10 before the U.S. Senate Committee on Environment and Public Works. The hearing focused on the critical role that a strong 21st century energy transportation infrastructure system

plays for companies. Marathon discussed the ability to continue to reliably deliver affordable petroleum products to the American consumer.

WCI members North Central States Regional Council of Carpenters' Director of Government Affairs Kyle Makarios, and Nucor Corporation's Rob Roberson, Director of Corporate Logistics, also testified.

"In order for the U.S. to remain economically competitive, we must continue to invest in our ports and inland waterways. Every barge we utilize can move up to 1700 net tons of raw material or product. This is the equivalent of 17 railcars or almost 80 trucks. When we fail to adequately maintain our ports and inland waterways, companies like ours are forced to use more costly and less efficient shipping alternatives, which threatens our ability to deliver goods to our customers in a cost effective manner, a key competitive strength of our company for almost 50 years," said Mr. Roberson, Nucor.

In addition to emphasizing WCI's priorities in his testimony, Mr. Makarios said, "let me ... [reiterate] that Congress, and this committee in particular, can serve a critical need for this country by leading a bipartisan effort to ensure that our nation's inland waterways remain a reliable and cost-effective route for moving bulk commodities to and from the businesses and farms in our communities. In doing so, you will directly employ many thousands of construction workers and give confidence to private business whose investments will employ many thousands more." ♦

Caryl Pfeiffer (left) confers with fellow panelist Kristen Meira of the Pacific Northwest Waterways Association before the House T&I Committee hearing on WRDA 2016.



Conservation Column: *Big River Coalition* Recognized for Coastal Restoration Efforts

*By Sean M. Duffy, Executive Director,
Big River Coalition*

The American Shore and Beach Preservation Association (ASBPA) recently bestowed to me its 2016 Coastal Innovator Award. I must admit to being very surprised, as the announcement came unexpectedly, and in the midst of demanding challenges related to yet another historic flood event on the Lower Mississippi River. Over the last few months, I particularly realize that so much of this progress is very much a team effort. The Corps of Engineers manages the Mississippi River as a system and there are, of course, many representatives from varying backgrounds and agencies who work to advocate for specific concerns along the most important navigation channel in the nation.

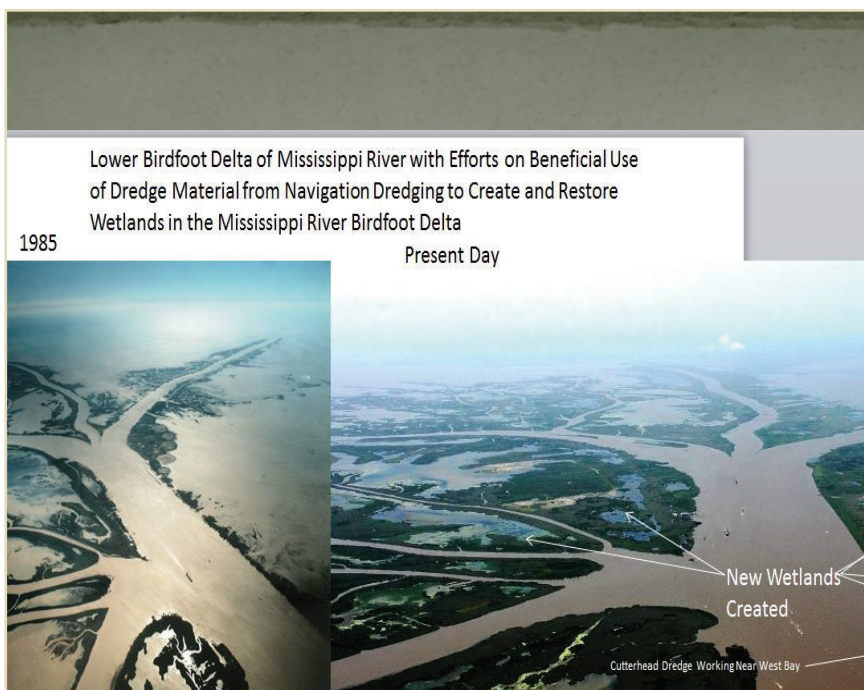
I recently began calling this team “Team Mississippi River (TMR),” and it is apropos given my longtime background as an athlete and a coach. On this team, however, I am just a member and this award was accepted on behalf of the Big River Coalition and more importantly, for TMR!

The leadership and innovations highlighted in the Award letter relate to the efforts of the navigation industry, which has played an even

more active role in matters related to coastal restoration. These included increased beneficial use of dredged material (sediment recycling), increased elevation for beneficial use from 4.5 feet Mean Low Gulf to 4.5-foot North American Vertical Datum of 1988 – an increase of approximately 2.5 feet – and for working proactively with the Corps of Engineers and the Louisiana Department of Natural Resources on Coastal Zone Consistency.

The increase of beneficial use of dredged material was critical to the evolving channel maintenance of Southwest Pass near the mouth of the Mississippi River as forces related to sea-level rise and environmental changes have made this work more challenging. In 2009, we worked cooperatively and were guided by the Corps’ Mississippi Valley New Orleans’ (MVN) Project Manager for the Mississippi River Ship Channel Michelle Kornick, and President of the Bar Pilots Captain Mike Lorino to create a test project to utilize a cutterhead dredges in Southwest Pass. Cutterhead dredges are anchored in place but their operation in Southwest Pass had not been utilized since the channel was deepened to 45 feet (from 40 feet) in 1988 due to operational challenges and there not being able to move out of the way quickly. Cutterhead dredges are, however, the best tool for beneficial use of dredged material (sediment recycling) and that first pilot project not only created 46 acres of “New Louisiana,” but also demonstrated that cutterheads were an important solution for channel maintenance in this area of the river.

The importance of cutterheads to the Southwest Pass channel maintenance toolbox has truly changed the landscape and last year, the MVN broke a record for the amount of beneficial use material. For the first time since the channel was deepened to 45 feet, more than half of the material removed from the channel was used beneficially, with 20.7 million cubic yards (mcy) of material to create approximately 2,000 acres of New Louisiana. The usage of the cutterhead dredges has also helped address the shortage of hopper dredges created by the much needed beach restoration and other channel



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Big River Coalition Recognized for Coastal Restoration Efforts

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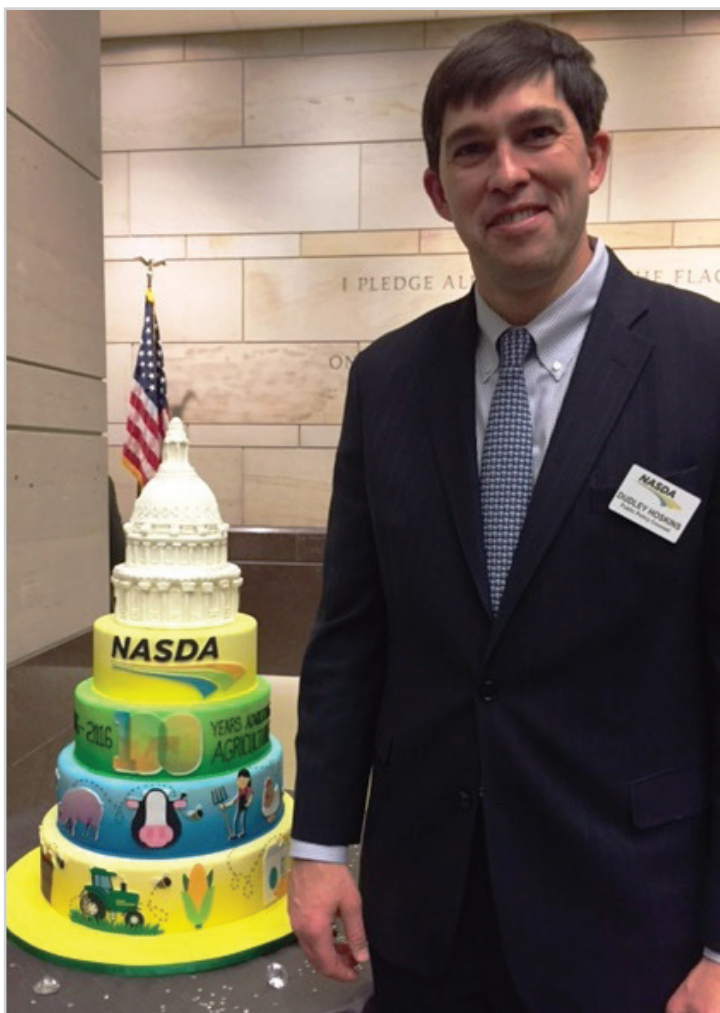
deepening projects and exacerbated by Hurricane Sandy.

The elevation limit increase was a long-term effort, and one that the MVN told the BRC we would most likely not be able to change. However, with the Corps' assistance and meetings held with Federal and State officials, the elevation increase was approved. The elevation increase was important because it meant there were beneficial use areas closer to the channel maintenance locations, making the cutter usage more economically feasible. The MVN also advised us that Coastal Zone Consistency was simply not something that we were likely to change. Although eventually in a coordinated effort of the MVN and the BRC progress was indeed made. The last two years, the Coalition

and Corps did, indeed, secure conditional coastal zone consistency.

The real winner here is the state of Louisiana since use of the cutterheads have created roughly 5,000 acres of New Louisiana and contributed more land in the bird's foot delta than there was 30 years ago.

I was very proud to receive the Coastal Innovator Award on behalf of my TMR team members at a Congressional Reception on February 24 on Capitol Hill. The ASBPA also presented other awards, including to Senator Barbara Boxer (D-CA) and to Senator Barbara Mikulski (D-MD). ♦



IMPORTANT RESOLUTION

The National Lieutenant Governors Association (NLGA) will be considering a resolution on the importance of the nation's inland waterways at their upcoming 2016 Federal State Relations Meeting in Washington, DC, March 23- 25. The resolution cites the importance of America's inland waterways system for a healthy national economy and references the 2013 Report Card for America's Infrastructure prepared by the American Society of Civil Engineers. ♦



Centennial Celebration: Dudley Hoskins, Public Policy Counsel for the National Association of State Departments of Agriculture (NASDA), a WCI member, stands by a very special cake to celebrate NASDA's 100th anniversary. A reception was held February 2 on Capitol Hill.

Member Spotlight on American Commercial Barge Line



Mark Knoy

American Commercial Barge Line LLC (ACBL) is one of the nation's largest bargelines, transporting nearly 100 million tons of cargo annually. Jeffboat remains one of the largest inland barge and boat builders along the Ohio River in Southern Indiana. American Commercial Lines, led by its President and Chief Executive Officer Mark Knoy, owns ACBL, Jeffboat, ACBL River Operations, Western Terminals and ACBL Transportation Services which operates several more river terminals and 10 fleet operations across the company's operating network.



"These are the products that heat and cool our homes, put food on the table, put fuel in our cars and bring comfort to our lives on a daily basis," Mr. Knoy said.

The company began in 1915 moving coal on the Kentucky River and has grown into one of the largest, most diversified marine transportation and manufacturing companies in the country.

In November 2015, ACBL purchased AEP River Operations.

"With natural synergies between our teams, fleets and operations; a shared

commitment to the safety of our teammates, our customers' cargoes and the marine environment, we are well prepared to navigate this transition," Mr. Knoy said.

He adds with reference to the acquisition, "Together, we've kept America moving along the inland waterways while weathering fluctuating river conditions and economic cycles, each building strong reputations for excellence. Collectively, we have emerged even stronger and better equipped to meet the ever-evolving needs of the marketplace."

Today, ACBL has sales offices in St. Louis, Cincinnati, Philadelphia, Houston, New Orleans, Pittsburgh and Jeffersonville. Its boat operations are in Cairo, Paducah, Houston and Convent Louisiana. It has barge fleets and operations in Baton Rouge, Convent, Armant, Harahan and Algiers, Louisiana; Mobile, Houston, Lemont, St. Louis and Cairo along with shipyards in Belle Chase, Louisiana and Jeffersonville. The company operates terminals in Memphis, West Memphis, Lemont and St. Louis.

Of ACBL's long-standing relationship with WCI, Mr. Knoy said, "WCI has educated our state and federal congressional representatives on the importance of our Inland Marine Transportation System to the economic vitality of our nation. Their success in the appropriation process in Washington DC for funding of the USACE navigation mission improves upon what is already the safest, most environmentally friendly and most fuel efficient means of transporting customers' bulk commodities within the United States." ♦

Based in Jeffersonville, Indiana, ACBL operates on all of the nation's inland rivers, hauling the gamut of commodities including liquid commodities such as glycol (anti-freeze), styrene, methanol, gasoline, diesel fuel and edible oils as well as farm commodities like corn, wheat, soybeans and fertilizer. ACBL also transports building blocks of our economy including steel, ores, alloys, cement and limestone, along with road salt that keeps us safe on our roadways.



Supreme Court Deals Blow to Greenhouse Gas Rule

On February 9, in a surprising move, the Supreme Court temporarily blocked the Obama Administration Environmental Protection Agency's rule to limit greenhouse gas emissions from power plants. Court Justices Ruth Bader Ginsburg, Stephen Breyer, Sonia Sotomayor and Elena Kagan dissented from the order. The ruling was in response to a 29-state lawsuit, along with the energy industry. WCI member Murray Energy is among the litigants.

EPA's rule would require states to meet specific carbon emission reduction standards based on individual energy consumption.

The next step is for the United States Court of Appeals for the D.C. Circuit to hold oral arguments on the rule in June. ♦

Lower Monongahela River Project: Achieving Benefits Effectively

*By Stephen R. Fritz, PE, PMP, Project Manager,
Pittsburgh District, U.S. Army Corps of Engi-
neers*

The Lower Monongahela River project near Pittsburgh, Pennsylvania, involves work at three navigation facilities, and six major project features. Of the six major project features, which include Braddock Dam, Charleroi Locks, dredging, Charleroi Dam Stilling Basin, removal of Locks and Dam 3, and shore-side facility relocations, only the Braddock Dam has been completed.

Following the success of the Braddock Dam in 2004, construction efforts have focused on the Charleroi River Chamber. Ideally, all work at Charleroi would have been completed with one contract, but due to funding constraints, 14 contracts have been awarded thus far. The most recent contract, for the Charleroi River Chamber completion (RCC), was awarded in 2015.

Charleroi currently has four open construction contracts. They include the Locks Emptying Basin contract; the River Wall contract, the Middle Wall Monoliths M22-M27 contract, and the RCC contract. The RCC is a base contract with five awardable options.

The Lower Mon project was originally scheduled to be completed in 2005, at a cost of \$750 million. However, continued funding shortfalls prohibited efficient construction, increasing the project cost and extending the project schedule. The 2014 certified risk-based cost and schedule reflected a \$2.7 billion total project cost and a completion date pushed into the early 2070s.

That date reflects a minimum 25-year deferment of the Charleroi Land Chamber construction.

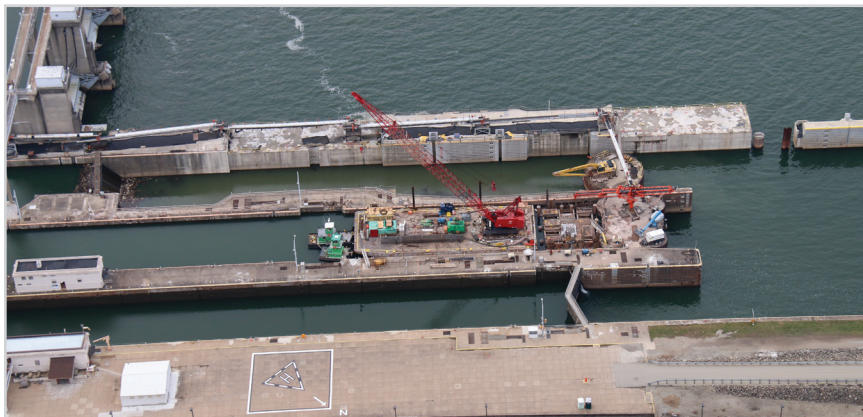
The Pittsburgh District was able to show that the Charleroi Land Chamber deferment would have little effect on the overall project benefits. With the land chamber deferment, the project would still realize more than 90 percent of its intended benefits by the early 2030s. The deferment would also allow other high priority inland navigation projects to start sooner. In 2014, two specific legislative actions provided the opportunity to shave an additional 10 years off the projected 2030s timeline. This 10-year period is estimated to equate to approximately \$2 billion in project benefits that would have been forgone if not for these legislative actions.

The project has invested more than \$575 million, including approximately \$68 million of American Recovery and Reinvestment Act (ARRA) funds. ARRA funding allowed continued construction of the Charleroi River Wall and the Upper and Lower Guard Walls. ARRA funds also employed dozens of people, and provided for significant and necessary infrastructure recapitalization.

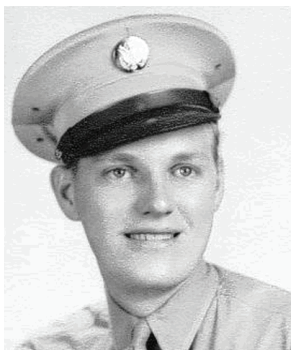
Efficient construction funding is key to reaching project benefits soonest. The Pittsburgh District has awarded three major contracts in each of the past three years to facilitate completion of the Charleroi River Chamber. To achieve more than 90 percent of project benefits as soon as 2023, the Charleroi River Chamber, dredging, Charleroi Dam Stilling Basin, and removal of Locks and Dam 3 will require efficient funding.

Since 1995, there have been more than 30 construction contracts associated with the Lower Mon project employing hundreds, if not thousands, of tradesmen and women. The project team has executed dozens of professional service contracts to assist in-house staff with design and construction management needs. The Corps' in-house team also consists of dozens of employees all dedicated to achieving project success, reducing project costs, and moving the project completion date to the left. ♦

View of Charleroi Locks and Dam, construction of the middle wall monoliths M22 through M27.



In Memoriam



Charles Rohde

Condolences to WCI Vice President Midwest Region Paul Rohde, whose father Charles, passed away at the age of 93 on January 11 near St. Louis.

Born August 10, 1922 in St. Louis, Mr. Rohde was husband of 61 years to the late Elizabeth Rohde (nee Quirk). He was father to Chuck (Terry) Rohde, Cathy (Gerry) Wombacher, Steve (Diane) Rohde, Greg Rohde, Marcia (Ovidiu) Maris, and Paul (Linda) Rohde, grandfather of 12, and great-grandfather of 16.

A decorated veteran, he received the Bronze Star medal for valor on D-Day. Serving in the U.S. Army from 1942-1945, he earned rank of Technical Sergeant with the 467th Anti-Aircraft

Artillery, Automatic Weapons Battalion, which suffered heavy casualties on Omaha Beach the morning of June 6, 1944. They were successful in neutralizing key enemy strongholds, and a plaque in Colleville-sur-Mer honors the 467th. Pax Vobiscum. Charles earned five battle stars and the Bronze arrowhead for combat in Normandy, Northern France, the Rhineland, Ardennes, and Central Europe. He received the European, African and Middle Eastern Theatre of Operations medal, the WWII Occupation medal, and the WWII Victory medal. In 2011, he was knighted by France with the Legion of Honor medal. Charles was the 2012 Veterans Day honoree by the Missouri Athletic Club and 2014 Veterans Day honoree by the St. Louis Blues. ♦

Waterways Leaders Honored at 2015 River Bell Awards

The Seamen's Church Institute-sponsored 16th Annual River Bell Awards Luncheon was held on December 10, 2015 in Paducah, Kentucky. Waterways leaders were honored, with George Foster, President of JB Marine Service, Inc. receiving the River Bell Award; Charles T. Jones, President & CEO, AmherstMadison, was pre-

sented the River Legend Award; RADM Kevin Cook, U.S. Coast Guard (ret.), was awarded the Distinguished Service Award; and Royce C. Wilken, retired President of American River Transportation Company (ARTCO), received the Lifetime Achievement Award. ♦



JB Marine Service President George Foster receives the 2015 SCI River Bell Award from his daughter, Karen Shoot, JB Marine Vice President, after a heartfelt speech underscoring Mr. Foster's lifetime of service to the marine industry. SCI Executive Director Rev. David Rider is to Mr. Foster's left, and Keith Darling, former AEP River Operations President, stands next to Ms. Shoot.



The legendary Charlie Jones (left) greets his fans with Mark Knoy (right) after receiving the SCI River Legend Award.

Door County Maritime Museum Expanding

The Door County Maritime Museum & Lighthouse Preservation Society in Sturgeon Bay, Wisconsin, opened its doors in the early 1970s to help educate its 65,000 annual visitors of all ages about the importance of the maritime industry. The museum is now embarking on a campaign to build an 11-story Maritime Tower that will offer expanded gallery and other space, to allow for additional exhibits about the maritime history of the Great Lakes and inland rivers. "Through its exhibits, the Maritime Tower will promote commercial maritime transportation, the economic contributions of marine manufacturers, and the immense economic impact of our inland waterway system, including national defense shipbuilding, maritime transportation, equipment manufacturing, and recreational boating," the museum brochure notes.

There are various levels of support, and all donations are tax deductible. If you are interested in learning more, please contact Lisa Vanden Avond, vandenavondlisa@gmail.com, or call (920) 743-5958. www.DCMM.org ♦



Industry Events Ahead

February 29-March 2: National Waterways Conference 2016 Legislative Summit (Washington, DC)

March 1-3: 2016 Inland Waterways Conference (St. Louis)

March 3-5: 2016 Commodity Classic (New Orleans).

March 13-15: National Grain & Feed Association 120th Annual Convention (Coronado, CA)

March 14-16: WCI Washington Meeting (Washington, DC)



March 31-April 1: Site Visit to Charleroi and 78th Inland Waterways Users Board meeting (Pittsburgh)

April 5-6: American Association of Port Authorities 2016 Spring Conference (Washington, DC)

April 19-21: AWO Spring Convention & Board Meeting (Washington, DC)

April 27-29: Greater New Orleans Barge Fleeting Association Annual River and Marine Industry Seminar (New Orleans) ♦

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As Heard...

Vice President Joe Biden visited the Port of New Orleans on February 17 and said, "Look, from the very beginning as a nation, we knew the key to conquering this vast continent was to have the most modern transportation system in the world. And that was over 200 years ago. The history of the journey of this country is

build, build, build, build. The first national road in American history was built from Maryland to Illinois, with federal dollars. The Erie Canal, 363 miles long, and it went on to generate 12,000 miles of inland waterways across 36 states, generating hundreds of billions of dollars of growth and capital." ♦