

Capitol Currents



Continuity and Change in the Corps of Engineers Civil Works Program: Incipient Reflections of a Frustrated Transformer

By MG John Peabody, USA (Ret.)



General John Peabody retired from the Corps in August after a 35-year career in the military.

THE UNITED STATES is the continental maritime nation. No other nation has even a small fraction of the natural or developed access to waterborne transportation, whether by ocean, Great Lakes, or river system, as this nation. For generations this gift was capitalized upon by visionary leaders who developed and improved these natural advantages by improving harbors, and building locks, levees, dams and a host of attendant infrastructure.

Having built out a fantastic array of civil works projects valued at nearly \$300 billion, the Corps mitigated most of the most egregious flood risks and developed the most important waterborne transportation needs. Reacting largely to Congressional direction, the Corps' historic focus was to build out infrastructure; operating it was a derivative task. But over time the Corps transitioned from primarily a construction agency to an operation and program management agency, but it has retained its cultural affinity for construction. This must change, for a very simple reason: the unforgiving fact confronting the Corps is that during the 20th century the nation asked it to build out and operate more water resource infrastructure than the nation in the 21st century is willing to resource to properly maintain. A general national benign neglect regarding infrastructure combined with shifting resource priorities toward entitlement spending, have resulted in routinely under-resourced infrastructure that is inexorably decaying.

The consequence has been a creeping but burgeoning crisis which is evident only with

the perspective of hindsight. This has forced the Corps to develop multiple national strategic efforts to improve efficiency and effectiveness, which have evolved into what we now call Civil Works Transformation. Civil Works Transformation is designed simply to address the requirements-resources mismatch by optimizing resource utilization and project and program execution throughout all cycles of the Civil Works program – planning, budgeting, building, operating and maintaining. The intent is to improve performance and efficiency, to deliver quality products and services on time and under budget, and to increase stakeholder satisfaction and confidence.

Although there is much more to achieve, the Corps has made tremendous progress. The most notable area of improvement is in Planning, where we have nearly tripled the rate of study completion over the last three years. In the navigation program unscheduled lock outages have been declining in number and duration for the last few years, due in part to a more focused risk reduction performance metric instituted in 2013. It also reflects keener focus on maintenance as a result of the Levels of Service initiative. In construction, the Corps adopted all project management recommendations from the 2010 Capital Business Projects effort. We also learned and carefully applied some painful lessons related to mega-projects from the Olmsted cost estimate increase, including corporate management reviews over large projects and meticulous application of earned value management, and cost controls. Improved collaboration within

(Continued on page 2)



**WATERWAYS
COUNCIL, INC.**

(202) 765-2166

www.waterwayscouncil.org

Continuity and Change in the Corps of Engineers Civil Works Program: Incipient Reflections of a Frustrated Transformer

(Continued from page 1)

the Inland Waterways Users Board reflects a more interactive and open dialogue focused on improved performance, and a much healthier relationship.

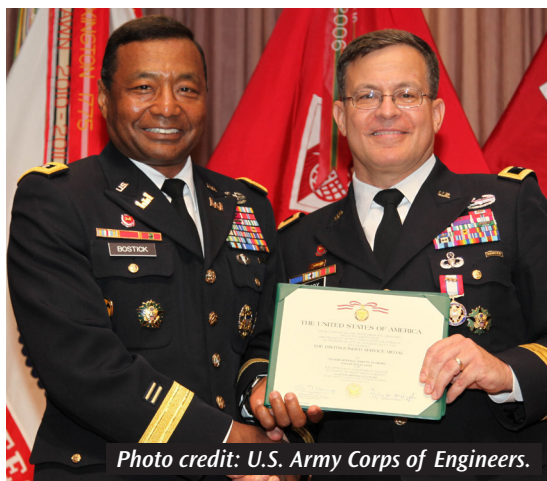
Other efforts appear to have languished despite major energy and effort, as the Corps struggles to overcome natural governmental inertia. Most notable in this category is “alternative resourcing,” especially public private partnerships. This important initiative has dominated major effort by the Corps, in part because it has achieved the status in some circles of all-purpose mystical solution bordering on fantasy. In reality it is monumentally difficult to put into place. It will require major legislation and policy changes related to how Corps projects are “scored” for it to succeed, but the appetite for such a revolutionary change in the latter federal

case for an agency like the Corps, which is answerable to so many disparate forces from both within and outside of the federal government.

Improved performance for an agency as large and complex as the Corps is difficult to generate quickly. The most important progress is difficult to quantify because much of the Corps’ focus has been on developing the necessary institutional foundations which will ultimately propel the most consequential progress in the future. Civil Works Transformation is driving this changed orientation by setting performance standards, requiring a more disciplined institutional understanding and quantification of project management principles, risk, and resilience, and focusing project managers to document, assess, and understand the risks and conditions of projects and their key component parts.

Lt. Gen. Strock’s post-Katrina observation that New Orleans’ Hurricane Protection System was a collection of projects and a system in name only, can be applied with equal accuracy to many Corps programs. Corps projects today number in the thousands, composed of hundreds of thousands of component assets, but those projects have never been managed as a national program – until now. For the first time in the Corps’ history, the current FY17 budget is being developed in part based on a national review of operational risk and condition assessments. Once this system matures in a few years, limited resource allocations can be more confidently applied to optimize effectiveness across the entire agency, and not just for individual projects.

Much of the frustration with the pace of progress on “Corps transformation” reflects an inaccurate belief that the Corps is an independent entity able to direct its own destiny. In reality the Corps must abide by a dizzying array of laws, regulations, federal and state agency permit reviews, and competing agendas for or against project development. The Administration’s Civil Works Strategic Plan, Congress’s WRRDA 2014, and the Corps’ Civil Works Transformation collectively indicate that the nation has begun the journey to re-orient on a



MJ Peabody receives recognition from Chief of Engineers/Commanding General Lt. Gen. Thomas Bostick at General Peabody's official Retirement Ceremony August 21 at Corps' headquarters.

Photo credit: U.S. Army Corps of Engineers.

government is quite limited, and thoroughly beyond the influence of the Corps.

Articles summarizing the recent House T&I Hearing on WRRDA 2014 indicate that the Corps is not making progress in Civil Works Transformation or in implementing WRRDA 2014. While progress has been slower than even the Corps would like, neither conclusion is accurate. But this critique reflects two important realities: criticism of federal bureaucrats remains popular entertainment, and no institution is such a master of its own destiny that it can transform itself easily. The latter reality is especially the

(Continued on page 3)

Continuity and Change in the Corps of Engineers Civil Works Program: Incipient Reflections of a Frustrated Transformer

(Continued from page 2)

national programmatic water resources strategy. Such an orientation could never supplant stakeholder focus on individual projects, but should help prioritize resources better in the context of national strategic needs.

But the most striking observation about the capabilities of the Corps can be derived from a simple comparison between the Olmsted Locks and Dam project, and the Greater New

Orleans' Hurricane Storm Damage Risk Reduction System (HSDRRS). The former has been inefficiently funded for almost all of its nearly thirty years. Cost growth from inefficient funding alone exceeds over \$500 million. In contrast, the HSDRRS project was fully funded, had the benefit of lessons from four decades of construction plus an in depth analysis after Hurricane Katrina, and had all regulatory permits streamlined. Just seven years after Katrina, the HSDRRS withstood similar storm surge from Hurricane Isaac, yet no flooding occurred inside that system.

The conclusion from this analysis is that the single best way to “transform” the Corps is to efficiently fund projects for execution, and to make hard choices about which projects the nation will no longer subsidize, like the Kentucky River Lock and dam projects built in the 1830s. I am not naïve enough to believe that such a state could ever be achieved, for that would mean the abolition of politics from the Corps program. But it is something we should all strive to advance. ♦



As noted in his biography, upon retirement, John Peabody and his wife, Kelly (left), will “spend their free time chasing their young daughter, Reagan.”

FY Funding, FYI

While the Fiscal Year 2015 ended on September 30 and FY 2016 began October 1, funding the federal government's operations through the end of Fiscal Year 2016 remains uncertain. Congress did pass a short-term Continuing Resolution to fund the government through December 11.

Options ahead to fund the rest of the FY '16 appropriations bills include delivering an Omnibus Appropriations Bill with all appropriations bills to the President for his signature; enacting individual appropriations bills; or moving another longer-term

CR to keep the government operating past December 11.

The FY'16 House Energy and Water Development Appropriations (E&WD) bill was able to pass the House in May, but only made it through the full Senate Appropriations Committee. Both the House and Senate bills recommend strong Civil Works funding for FY '16; \$5.637 billion (House) and \$5.5 billion (Senate), plus “full use” of the Inland Waterways Trust Fund at \$340 million. ♦



See you in New Orleans for the WCI/ Informa Economics/ Waterways Journal 12th Annual Waterways Symposium



The Honorable Mitch Landrieu, Mayor of New Orleans, will address the Waterways Symposium in November.

Online registration is open for WCI's Annual Meeting and the 12th Annual Waterways Symposium, November 11-13, at the Omni Royal Orleans Hotel in New Orleans. Please use this link to register: <http://www.etchouches.com/128790>

Highlights of this year's symposium include (in order):

- Symposium opening reception; The National Rivers Hall of Fame will present its National Achievement Award to Mark Knoy, President/CEO of American Commercial Lines, Inc., in recognition of his significant contributions to the rivers of America.
- Political Recap by Jim Wiesemeyer, Informa Economics;
- Lunch address by MG Michael Wehr, Mississippi River Valley District Commander, USACE;
- Welcome remarks by New Orleans Mayor Mitch Landrieu;
- "What's Moving on the Waterways" Commodities Panel;
- Viewing of the indie film, "BARGE" with Director/Producer Ben Powell;
- Special dinner at New Orleans' landmark restaurant Arnaud's;
- Viewpoints discussion, moderated by Spencer Murphy (Canal Barge), focusing on the renewal of New Orleans 10 years after Katrina and the renaissance of the GIWW, with Gary LaGrange (Port of New Orleans), Jim Stark (GICA), Justin Ehrenwerth (Gulf Coast Ecosystem Restoration Council) and Michael Hecht (Greater New Orleans Inc.);
- P-3 Perspective Panel with Scott Sigman, Illinois Soybean Association; Mercator International; and others TBD.



Sponsorships are also available at three levels: Platinum (\$5,000); Gold (\$3,500); and Silver (\$2,000). You can secure a sponsorship online or by contacting Deb Colbert for an invoice (dcolbert@waterwayscouncil.org). ♦



Congressman Ed Whitfield (R-KY) takes a turn piloting the M/V Ozzie during an American Waterways Operators (AWO) and Ingram Barge Company-hosted towboat tour for him on August 4. A waterways champion and recipient of the 13th Annual Leadership Service Award (2014), Congressman Whitfield announced last week that he will not seek a 12th term in Congress. Photo credit: AWO

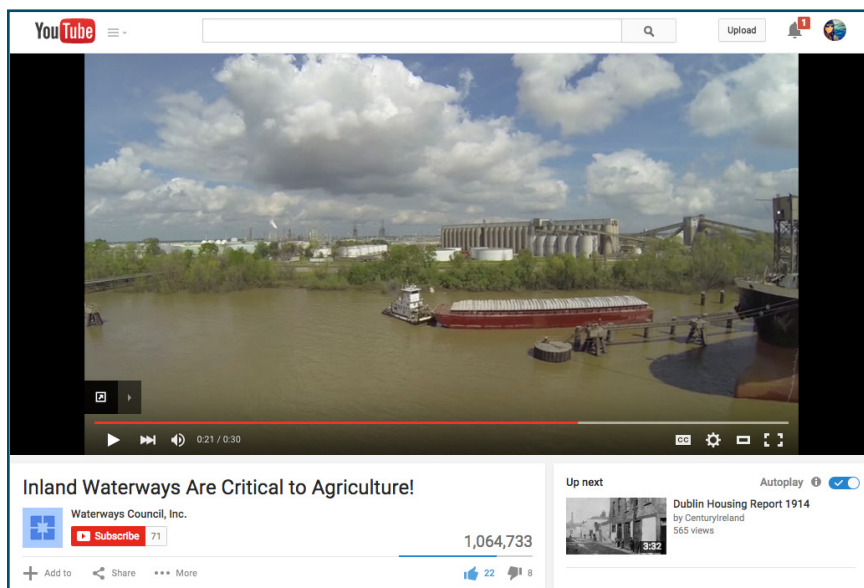
Google/YouTube/WCI/Illinois Corn Marketing Reach 1 Million+

The Illinois Corn Marketing Board has contributed \$100,000 to WCI to help educate audiences about the importance of modern waterways to the agriculture industry. The goal of the cam-

paign was to have more than one million people view WCI's 30-second video, "Inland Waterways Are Critical to Agriculture!," but views have far exceeded that number already. The campaign began August 10 and, to date, more than one million people (1,345,406 at press time) have seen the video in its entirety.

Google targeted key states and Washington, DC, and viewers who are avid readers of business, economics, political, world and local news as well as viewers who are watching online videos about the following topics: ag/forestry, business operations, transportation/logistics, law/govt./business news and politics. The campaign will run through October 10. There has been a corresponding increase in first-time visitors to WCI's web site, with a 77% increase in new sessions/ new visitors in one month since the campaign began.

See the YouTube video here: www.youtube.com/watch?v=khSc9wXDeq4### ♦



Wilson's Work Recognized

On August 11, aboard the *M/V Mississippi*, the Mississippi River Commission recognized Mike Wilson for his 40 years of service to the U.S. Army Corps of Engineers' Nashville District. Wilson is the Deputy for Programs and Project Management.

Wilson started his career with the Corps as an engineer co-op in 1975. He has served as chief of the Structural Section, project

manager for Navigation Projects, technical manager for Flood Control Projects, structural engineer, and plan formulator for Special Projects. He served as chief of the Design Branch from February 2000 to January 2005. He was the 1997 Ohio River Division Project Manager of the Year. ♦



Mike Wilson. Photo credit: U.S. Army Corps of Engineers

Media Mentions

The inland waterways have been in the news! Read all about it...

The Knoxville News Sentinel published an Op-Ed by WCI member Hunter Marine (Ron Hunter, President) on September 12: waterwayscouncil.org/wp-content/uploads/2012/11/Knoxville-News-op-ed.pdf.

Wall Street Journal published, "Ohio River Traffic Jam Delaying Grain Shipments" on September 23: www.wsj.com/articles/ohio-river-traffic-jam-delaying-grain-shipments-1443042276. *Weekly Standard* wrote, "Gridlock on the Waterways" on September 28: www.weeklystandard.com/blogs/waterways_1037758.html. ♦



WCI Addresses USACE Strategic Governance Meeting

WCI was invited to serve on a stakeholders' panel at the Corps of Engineers' fourth quarter Strategic Governance Meeting on August 5 at Corps headquarters in Washington, DC.

The meeting was attended by 100 of the Corps' General Officers, Senior Executive Service members, some District Commanders, emerging leaders and support staff.



WCI's Deb Colbert (far left) listens to William Hanson, Great Lakes Dredge and Dock Co. (center), speak during an industry stakeholder panel, part of the Corps' annual Strategic Governance Meeting in Washington, DC. Photo credit: U.S. Army Corps of Engineers

Stakeholder panelists were Debra Colbert, Senior Vice President, WCI; Steve Fitzgerald, Chief Engineer, Harris County Flood Control District; William Hanson, Manager, US Business, Great Lakes Dredge and Dock Co.; James Haussener, Executive Director, California Marine Affairs and Navigation Conference (CMANC); Robert Turner, Chief Engineer, Southeast Louisiana Flood Protection Authority East; Mark Davis, Director, Tulane Institute for Water Resources Law and Policy; Jeffrey Benoit, President, Restore America's Estuaries; George Annandale, Principal, Golder Associates; and Mark Gendron, Bonneville Power Administration.

The theme of the program was "Successful Partnerships/Relationships," and was discussed among a number of areas: Developing a National Water Resources Infrastructure Strategy; Civil Works Transformation - Alternative Financing; and Addressing Civil Works Issues and Challenges. WCI highlighted the success of the USACE-Inland Waterways Users Board-developed IMTS Capital Business Project Model ("Capital Development Plan"), but urged better progress on WRRDA 2014 implementation. ♦

ACL Acquires AEP River Ops

American Commercial Lines (ACL) announced October 1 that it signed an agreement to acquire AEP River Operations from American Electric Power (NYSE: AEP). ACL President/CEO Mark Knoy was President of AEP River Operations for a decade before joining ACL in 2011. "ACL and AEP River Operations are highly complementary businesses that share the same business practices and commitment to safety and customer service," said Knoy. "I know the fleet, the operations, the people and the culture on both sides and I can't think of a better fit. We are excited to join together and create something special." Both ACL and AEP River Operations are members of WCI. ♦



Tracy Zea, WCI's new Director-Government Relations, discusses legislative strategy from his office at WCI's Headquarters in Washington, DC. Reach him at Tzea@waterwayscouncil.org

Inland Waterways Users Board Meets, Chickamauga Lock Being Studied

The Inland Waterways Users Board (IWUB) met for the 76th time on August 12, 2015. While it was the first meeting for the current IWUB in Nashville, it was the last meeting for retiring Deputy Commanding General for Civil and Emergency Operations MG John Peabody, who served as the Board's Executive Director.

The day before the IWUB meeting, on August 11, IWUB members were briefed on the condition of Chickamauga Lock and Dam in Chattanooga before receiving a tour of the lock. The Corps revealed that some of the 335 strand anchors, installed between 1995-2000 to support and extend the life of the lock and dam, have begun to fail. A preliminary analysis by the Corps indicates the current lock could last just three to five years, and due to concrete growth, all 335 strand anchors must be replaced by 2021 at a cost of \$360 million.

At the IWUB meeting on August 12th, Board members were sworn in for another term by General Peabody, with Assistant Secretary of the Army (Civil Works) Jo-Ellen Darcy in attendance. Marty Hettel, AEP River Operations' Senior Manager, Waterways Regulatory Programs, will continue as Chairman of the Users

Board. The newest addition to the Board is Rob Innis, Manager of Marine Operations, LaFarge Holcim.

Like the IWUB meeting in Galveston last May, Lock Performance Monitoring System (LPMS) was discussed at length. The IWUB is concerned that most locks do not accurately portray delay times that ultimately lead to under-reporting of user costs that underestimate Benefit Cost Ratio (BCR) impacts. The Corps is working to standardize barge arrival reporting protocols and has agreed to share these new protocols with the Board before moving forward with implementation.

The Board was told that the Inland Waterways Trust Fund has shown significant growth since the 9-cent user fee increase went into effect in April 2015. The Corps projects that the Trust Fund will collect \$110 million in FY16, a \$29 million dollar increase above the FY14 revenue level of \$81 million. FY15 revenue levels have not been finalized, but will come in well below \$110 million due to the diesel tax increase only being in effect for six months of FY15. The IWUB stressed that the IWTF revenues must be obligated and expended as efficiently as possible.

The IWUB urged the Corps to release its Capital Investment Strategy (CIS) list of priority projects that was due to Congress June 10, 2015 pursuant to WRRDA 2014. The Office of Management and Budget (OMB) is continuing to review the list (at press time).

The Corps updated the IWUB on projects set to be completed in the next two years: Lockport, Lock and Dam #27 (Upper Mississippi), and Emsworth near Pittsburgh. The Inner Harbor Navigation Canal Lock general reevaluation report is to be completed by the end 2017. The Corps predicts Olmsted will become operational in 2018, and completed in 2022.

The next IWUB meeting will be held the first week in December in St. Louis with a pre-meeting tour of Lagrange Lock and Dam and Lock 25. ♦



The future lock chamber at Chickamauga: Chickamauga received \$3 million from end-of-year revenues from the Inland Waterways Trust Fund to regROUT cracks and dewater the existing cofferdam.



Member Spotlight on Carlisle & Bray Enterprises

Capitol Currents talked with Rob Carlisle, President & Partner, for this first WCI Member Spotlight:

Q: Tell us about the history of your company.

A: The Carlisle & Bray Company was founded in 2011, but this was far from its beginning. In 1966, Greater Cincinnati Marine (GCM) was founded by Griffen (“Griff”) Carlisle. The group of Carlisle companies, founded in 1937, included Nationwide Crane Rental as well as a heavy equipment excavation company directed by Griff’s son, Wayne Carlisle as CEO. The company needed water access for a number of construction projects up and down the Ohio River to reach power plants, dams and bridges. GCM became a significant player in the overall growth of the Carlisle Group of companies. By 1999, GCM had expanded into fleetings, shifting, and short-line towing for dedicated customers. Besides boats and construction flats used for cranes and equipment, GCM also had open hoppers to meet customer needs.

Bray Marine was founded in 1997 by Bill and Chris Bray to provide harbor management to the utility and coal industries. Their first operation was Caseyville Harbor Service for Lodestar Energy in West Kentucky. From there, with the help of their two sons, Scott and Chad, the company grew into managing several Power Plant operations to include not only the harbor operations but other services they required. Some of these services were subbed out to GCM and from there a partnership was born. With the synergies of the two companies it only made sense to bring them together to form Carlisle & Bray Enterprises.

Q: Tell us more about your company today.

A: Our company is built on the understanding that our people are the most important part of our company, their safety is Job One. If we don’t take care of our customers, someone else will.

Carlisle & Bray’s primary area of work is on the Ohio River from Pittsburgh to Cairo. We

offer short-line towing to assist customers and to enhance service to major towing companies on the inland waterways. We have coverage of power plants, and limestone and gypsum plants from mile marker 389 to 660. We also have fleetings area at Miles 460, 473, 480, 482-484, and 494. At 460 and 482, we offer fully secured red flag fleets to new 2015’ 160 x 60 -1600-ton dry docks, as well as full cleaning and washing facilities. Our boats in these areas have been Sire Approved, and we also provide an array of marine construction work, dredging, cell repair and installation, and we have large barge-mounted cranes in service.

Q: What is your background?

A: I am a graduate of Covington Catholic High School and I attended Eastern Kentucky University as well as Thomas Moore College. I completed the University of Cincinnati Executive Program and work in the Center for Creative Leadership programs. I have been appointed to the Worker Compensation Nominating Committee by the Governor of Kentucky. I also served for 10 years on the Ronald McDonald House Board of Directors. I am a member of the Tri-county Economic Development Board and am the incoming Chairman for the Central Ohio River Business Association (CORBA), and am a founding member. I was appointed by Rep. Thomas Massie (R-KY) to the subcommittee for Transportation and Infrastructure. I also serve on the Board of Governors for the Metropolitan Club. Prior to joining Carlisle and Bray Enterprises, I worked with my family’s crane and equipment business for more than 30 years, Carlisle Enterprises.

Q: What are the best things about the inland waterways industry in your view?

A: I love the camaraderie that comes from being in this great business and sharing ideas with colleagues. From being a newcomer to this business way back when to now, everyone has been accepting, friendly and helpful—it is unique to our industry! C&B is very proud to be part of WCI. Its work on the political front and its staff expertise guides us in a focused direction. ♦

Conservation Column: *Celebrating our Nation's Bays and Estuaries*

Waterways Council, Inc. remains sharply focused on our primary objective of being the voice for a reliable and efficient system of inland waterway infrastructure and ports for our nation.

Many WCI members have civic, policy or even financial relationships with conservation-focused organizations at the local, regional and national levels. Those individual relationships would be enhanced by an understanding of what other WCI members are undertaking.

To that end, WCI has launched a Conservation Committee to provide added value for our members. Understanding the relationships between WCI members and the variety of conservation organizations requires facilitating discussion on how our members are interacting with the conservation, environmental and sportsmen's communities.

We're proud to start a Conservation Column in Capitol Currents. The first of many columns is included here.

—Spencer Murphy, Chairman,
WCI Conservation Committee



The week of September 19 -26, 2015 was the 27th anniversary of National Estuaries Week. Hundreds of coastal communities played host to local events to celebrate and bring awareness to their local estuary during this time. If you live, visit, or vacation near an estuary you most likely understand why these celebrations are so meaningful, but for many of you reading this you are probably wondering...

Just what is an estuary, and why do they matter? Estuaries are areas along coasts where freshwater from rivers and streams flows into and mixes with ocean saltwater. They are usually protected from the fury of the open ocean by land masses such as peninsulas or islands. Being such a sheltered environment promotes the existence of saltmarshes, mangroves, shellfish and other important resources that couldn't otherwise survive in the harsh ocean environment. It's the beauty and bounty of these special places that attract people to live, work, and recreate. In fact, estuaries supply important habitat for 75% of our nation's commercial fish catch and 80-90% of the recreational fish catch. But these areas not only provide a habitat for a plethora of diverse plant and animal life; more than 30 jobs can be created for every \$1 million invested in restoring these habitats. That comes out to be more than twice as many jobs as the oil, gas, and road construction industries combined. These jobs include fishing, tourism, ecosystem management, recreation, and more. And not to miss an important point here, estuaries are the marine gateways that link U.S. producers and consumers to the world's economy. It is estimated that over \$841 billion in trade passes through U.S. ports. In 2007, coastal counties provided half of the U.S. gross domestic product and 40% of the nation's jobs. Needless to say, estuaries are vital resources that need to be protected. (For more information, take a look at our Jobs and Dollars pamphlet.)

Currently, there are a number of threats endangering our nation's estuaries. Sea-level rise,

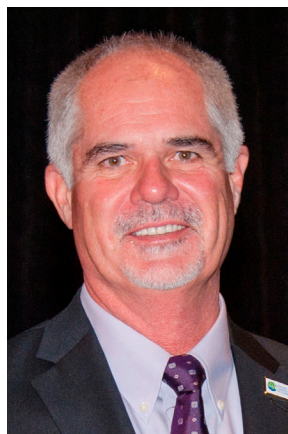
stormwater runoff, sewage discharge, coastal land loss all pose enormous threats to estuarine habitats. Everything that happens on the land within the watershed ends up draining into the first estuary it can find. As estuaries provide important nursery habitat, when they are degraded or destroyed, fish and other marine species

populations decline. This places a major strain on the commercial fish industry. For example, in the past century, 99% of the Chesapeake Bay oyster population has disappeared, causing a major downfall in the oyster industry in that region. However, the most pressing issue that is endangering our estuaries is a lack of understanding. People simply aren't informed about estuaries and why we need to protect them, and consequently become apathetic about conservation efforts. That is why we take time during the last week in

September each year to celebrate and pay tribute to all aspects of our nation's estuaries.

Estuaries are vital to the progression and success of not only our nation's economy, but to our culture and enjoyment. Every small effort helps, and you can make a difference by reducing waste, recycling, and volunteering in your local community through trash clean-ups and restoration events. To find out more information or to get in contact with RAE, check us out at www.estuaries.org.

Jeff Benoit is President and CEO of Restore America's Estuaries, a national 501(c)(3) nonprofit organization established in 1995 that leads an alliance of eleven community-based conservation organizations dedicated to the protection and restoration of bays and estuaries as essential resources for our nation. Find out more information at www.estuaries.org and save-the-date for our 2016 National Summit – "Our Coasts, Our Future, Our Choice" in New Orleans, Louisiana, December 10-15, 2016. ♦



Jeff Benoit

American Society of Civil Engineers Releases Infrastructure ‘Game Changers’ Report

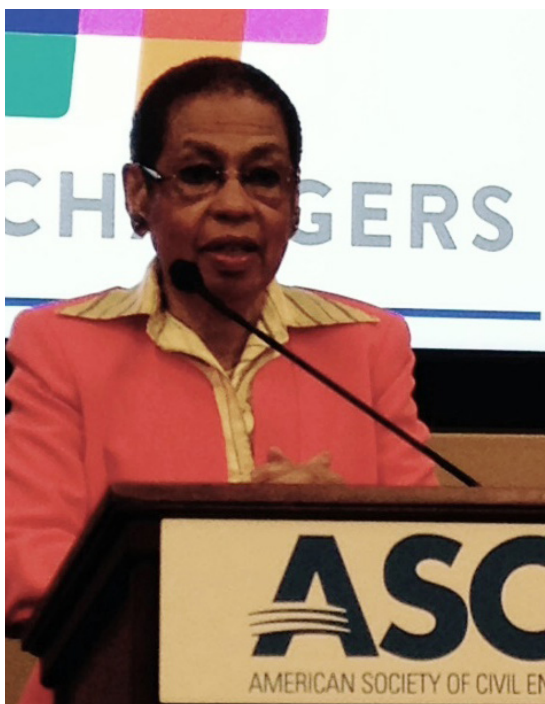
WCI attended the American Society of Civil Engineers’ (ASCE) event on Capitol Hill on July 23 to launch a new report and associated website (ASCEgamechangers.org) to highlight unique ways that industries, sectors and communities have developed solutions to infrastructure challenges. For the inland

waterways, Public-Private Partnerships (P3s) and container on barge were highlighted as potential “game changers.”

At the Hill kick-off, Congressman Lou Barletta (R-PA) and Congresswoman Eleanor Holmes Norton (D-DC) discussed innovation and investment for highways and bridges, but also for the “infrastructure we don’t see,” Rep. Norton said.

Another speaker at the event, Jalal Mapar, resilient systems director for the Department of Homeland Security’s science and technology directorate, addressed the growth in P3s and said, “It’s chicken and egg,” Mapar said. “From a science and technology perspective, we think about ‘How can we be more resilient? How can we solve something?’ But without that partnership then everything sits on the shelf.” ♦

Access the report here: www.ASCEgamechangers.org. ♦



Congresswoman Eleanor Holmes Norton (D-DC) speaks at the ASCE Game Changers launch, highlighting the D.C. Clean Rivers Project, a 20-year mission to clean up the Potomac and Anacostia rivers.

Industry Events Ahead

October 7-9: Pacific Northwest Waterways Association (PWNA) Annual Convention, Embassy Suites (Portland, OR)

October 12-13: Tennessee River Valley Association (TRVA) 49th Annual Meeting, Marriott at Vanderbilt (Nashville, TN)

October 14-16: American Waterways Operators (AWO) Fall Convention & Board of Directors Meeting, Four Seasons (St. Louis, MO)

November 11-13: WCI Annual Meeting and 12th Annual Waterways Sym-

posium, Omni Royal New Orleans (New Orleans, LA).

December 1-3: International Workboat Show & Conference, Morial Convention Center (New Orleans, LA)

December 10: Seamen’s Church Institute (SCI) 16th Annual River Bell Awards Luncheon, Paducah McCracken County Convention and Expo Center (Paducah, KY)

SAVE THE DATE: WCI 2016 Washington Meetings, **March 9-11, 2016**, Madison Hotel (Washington, DC) ♦



M/V Rick Calhoun Christened



Photo credit: Seamen's Church Institute

TOP: The M/V Rick Calhoun passes Marquette Transportation Company's offshore division office in Larose, LA. Owned by Marquette, the state-of-the-art vessel boasts EMD 20-710 G7C T3 engines, each developing 4,200 HP at 900 RPM and driving twin 120" x 133" five bladed propellers in Kort nozzles via Lufkin RHS3200HG marine gears. The towboat is named for Rick Calhoun, President of Cargill's Cargo Carriers Division, and former WCI Chairman of the Board. It was christened in New Orleans on September 19. BOTTOM: Rick Calhoun sits at the sticks aboard his namesake.

In Memoriam

J. Richard Hommrich, age 81, passed away August 18, 2015 surrounded by family. In 1983, Richard founded WCI member company Volunteer Barge & Transport, Inc. in Nashville, TN, where he served as President until retirement in 2004. He was a member and served on the Boards of several trade organizations including Propeller Club of Nashville, National Waterways Conference, Tennessee River Valley Association and the Tennessee Tombigbee Development Authority. He was active member of the Doneleson-Hermitage Rotary Club for many years. Richard was a long-time parishioner at Holy Rosary Catholic Church where he served in several lay ministries. ♦



From Waterways to Space



Completed in 1999, NASA's veteran Pegasus barge – used to transport Space Shuttle External Tanks from Louisiana to Florida – has completed refit operations in Louisiana for its critical role in transporting the massive core stage of the new SLS rocket from its production facility in Louisiana to various NASA locations throughout the southern United States. “The Tennessee River will continue to contribute to our nation’s space program in the future,” said Cline Jones, Executive Director, Tennessee River Valley Association.



USACE Nashville District Commander LTC Stephen Murphy (center) visited with WCI in Washington, DC on October 5. Also participating in the meeting were WCI President Mike Toohey (left) and Mike Wilson, Deputy Commander (right). Not shown were Joanne Mann, Executive Assistant/Congressional Liaison, Nashville District, and Eric Reusch (Chief, East Section, Regulatory Branch.) LTC Murphy assumed command of the Nashville District on June 16, and manages the water resources development and navigable waterways operations for the Cumberland and Tennessee River basins covering 59,000 square miles, with 42 field offices touching seven states and a work force of over 700 employees.

Capitol Currents is
published by



WATERWAYS
COUNCIL, INC.

Michael J. Toohey
Publisher

499 S. Capitol Street, SW
Suite 401
Washington, DC 20003
202.765.2166

www.waterwayscouncil.org

Vol. 11, No. 3