

# CAPITOL CURRENTS

WATERWAYS  
COUNCIL, INC.

October 8, 2024



## ELECTIONS HAVE CONSEQUENCES

By Tracy Zea, President/CEO, Waterways Council, Inc.



Tracy Zea

There is a saying that "elections have consequences," which could not be truer as it relates to this Congress. To date, 82 pieces of legislation have been enacted in the 118th (current) Congress. For comparison, the 117th Congress enacted 365, and the 116th Congress

enacted 344. There are several contributing factors as to why this Congress has enacted so few pieces of legislation. Slim majorities exist in both the House and Senate, party factions disrupt both the Republican and Democratic parties, and a very contentious Presidential election is just around the corner.

Despite the headwinds, WCI is strategically positioned to succeed if Congress enacts a Water Resources Development Act of 2024 (WRDA) and a Fiscal Year (FY) 2025 Energy and Water bill before the end of the Congress. Both bills are essential. This year, it is critical WRDA passes with a positive provision for inland waterways construction, facilitating the program's long-term success. If a bill is not passed with this change, the inland waterways construction program could be significantly set back. The Senate WRDA 2024 bill includes a provision

authorizing the navigation projects funded by the bipartisan Infrastructure Investment and Jobs Act (IIJA) remain 100% federally funded for the balance of their construction period. These projects include Kentucky Lock, Three Rivers, T.J. O'Brien Major Rehabilitation, Lock and Dam 25, Montgomery, Emsworth, and deepening of the McClellan-Kerr Arkansas River Navigation System (MKARNS). Also included in the Senate bill is a cost-share change to alter the funding metric from 65% general revenue funds/35% Inland Waterways Trust Fund (IWTF) monies to 75% general revenue/25% IWTF. This change would provide the inland waterways construction portfolio at least an additional \$120 million a year if enacted into law.

With Congress breaking until after the November election, all signs point toward a lame-duck enactment of WRDA, if it happens at all. This process is not new and mirrors the WRDA bills enacted in 2020 and 2022. In fact, since 1986, only five of the

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last 14 WRDA bills have been signed into law before the November election. The good news is WRDA has become muscle memory for Congress, with five bills over the

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# ELECTIONS HAVE CONSEQUENCES

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*The 118th Congress has only enacted 82 laws, one of the least functional sessions ever.*

last 10 years. This experience could lead to a smoother enactment process should a lame-duck enactment of the WRDA be necessary.

Now, let's consider the FY 2025 Energy and Water Appropriations bill. While we would all like to see a final bill passed without delay, if a full-year Continuing Resolution (CR) is enacted into law, the inland waterways will be in a very good place. Considering FY24 saw a record amount of project funding at \$456 million, it is likely that the inland waterways would receive over \$400 million in construction funding. This is a significant amount, especially considering the inland waterways have only received this level of funding three out of the last 11 fiscal years.

While the inland waterways construction program is strategically in a good place, politics will also need to align so success can be achieved through enactment of one of these laws that still has rare bipartisan support in Congress. ❖

## LEGISLATOR PROFILE: CONGRESSMAN JAMES COMER (R-KY)

*In this issue of Capitol Currents, we profile another elected official who has championed the inland waterways, Congressman James Comer (R-KY).*



*Congressman James Comer (R-KY)*

James Comer was elected to Congress in 2016 to represent the 1st Congressional District, which covers 35 counties from the Mississippi River to Central Kentucky. He currently serves as the Chairman of the House Committee on Oversight and Accountability, where he aggressively advocates for reducing waste, fraud, and abuse in government.

Mr. Comer grew up in Monroe County and attended Western Kentucky University to study agriculture. Shortly thereafter, he entered the business world, taking out a loan and purchasing his farm.

In 2000, Comer was elected to serve the first of six terms in the Kentucky House of Representatives. With a reputation for a solid work ethic and conservative values, he was named National Republican Freshman Legislator of the Year during his first term.

Comer was elected to serve as Kentucky's Commissioner of Agriculture in 2011 and

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# LEGISLATOR PROFILE: CONGRESSMAN JAMES COMER (R-KY)

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inherited growing problems at the Kentucky Department of Agriculture. He immediately set out to work in a bipartisan way to clean up scandal, restore confidence, and crack down on waste, fraud, and abuse at the agency. Comer spearheaded initiatives to grow Kentucky's rural economy and increase opportunities for Kentucky farmers while also standing up for taxpayers by selling unneeded equipment and returning money to the state treasury.

After his election to Congress in 2016, Comer immediately set out to replicate his record of conservative accomplishment

in Washington. This includes serving as a member of the 2018 Farm Bill Conference Committee that negotiated an agreement to pass a farm bill making vital improvements to America's agricultural economy. He serves as the only formerly-elected Commissioner of Agriculture in Congress and remains active on policy matters facing the farm community.

In addition to serving as Chairman of the House Committee on Oversight and Accountability, he is also a member of the House Committee on Education and Workforce.

## BIOGRAPHICAL FACTS

### Name

Congressman James Comer (R-KY)

### Born

August 19, 1972

### Education

Western Kentucky University

### Occupation

Farmer, served in the Kentucky House of Representatives, and was elected Kentucky's Commissioner of Agriculture before being elected to Congress.

### Other

He is married to T.J. Comer, and they have three children - Reagan, Harlan, and Aniston.

### Q: How does your experience as a farmer help you to shape and support fair policy decisions in the House?

A: As a lifelong farmer and former Kentucky Commissioner of Agriculture, I recognize how much of what we grow is exported. Kentucky's 1,590 miles of river and waterways are vital to the transportation of nearly 79 million tons of freight, valued at over \$5 billion, which move annually along Kentucky's waterways. Transportation along our inland waterways reduces congestion, emissions, and crashes on our highway system. That is why, when I first came to Congress, I quickly realized the Water Resources Development Act is the most consequential legislative package for Kentucky's 1st District.

**Q: You have been a tremendous supporter of the Kentucky Lock project to construct a modern, auxiliary 1200-foot lock chamber to accommodate today's larger barge tows of key bulk commodities. Why is this project important to you and to the Commonwealth of Kentucky?**



*A strong champion of the inland waterways, Congressman Comer sits at the sticks in a towboat wheelhouse.*

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## LEGISLATOR PROFILE: CONGRESSMAN JAMES COMER (R-KY)

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A: This project is necessary because Paducah, Kentucky is the hub of the inland waterways system. Thousands of good-paying jobs rely on the waterways, and it is essential the system remains safe and effective for the industry and shippers. The delays at the Kentucky Lock are consistently among the highest in the country, and local residents, shippers, and the industry have waited nearly 30 years for completion of the Kentucky Lock project. I am confident this funding will jumpstart further growth in the industry and make meaningful improvements to a critical corridor of our inland waterways system.

**Q: What are your views on the state of the American workforce, and its impact to the United States' ability to compete in world markets?**

A: It is no secret that we have a massive shortage of skilled workers. That is why it is so important for industries to maintain close connections with local school systems, including community colleges, that offer courses and certifications for in-demand skills. It is also crucial that our schools begin sharing information about high-paying jobs with students in middle and high school. We must educate parents and students about the growing demand for workers in industries that often pay skilled trade workers significantly more than a college graduate. Developing a highly skilled, adaptable workforce is essential to our economic and national security as we reduce our reliance on China.

**Q: What hobbies do you enjoy in your free time?**

A: I enjoy playing golf, watching my son play baseball, and spending time with my family. ❖

## WCI MEMBER SPOTLIGHT: AMERICAN CRUISE LINES



Discover the heart of American cruising with American Cruise Lines (ACL), where rich history intertwines with the beauty of our nation's waterways. Proudly American-made, ACL's intimate ships offer a unique blend of luxury and heritage, inviting passengers to experience the warmth of personalized service as they explore the hidden gems of the United States.

American Cruise Lines has explored America for more than 50 years, and has pioneered new routes, introduced new ship technology to the cruise industry, and grown into a U.S. leader in small ship cruising. They are the only American-

owned and operated cruise line, with all ships built and flagged in the U.S., and crewed by Americans.

Today, American Cruise Lines operates 21 ships in 35 states, offering an unmatched breadth of ships and [itinerary options](#). Their formula for success is unchanged through the decades with an unwavering passion to provide the finest cruise experience as guests explore the country together. American Cruise Lines stands out with its focus on small-ship cruising, personalized service, and unique itineraries that explore America's waterways, offering passengers an intimate and enriching travel experience.

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## WCI MEMBER SPOTLIGHT: AMERICAN CRUISE LINES

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American Cruise Lines has always taken pride in building new ships and operating the world's most modern fleet of small cruise ships and riverboats. ACL's well-appointed ships remain small by design and are a testament to both premier nautical engineering and luxurious comfort. Beginning with their team of in-house naval architects and marine engineers at [Chesapeake Shipbuilding](#) in Salisbury, MD, each new ship is designed for its specific operating region. Steel is sourced from U.S. manufacturers, primarily in Alabama and Pennsylvania. Engines and generators are from a host of American names, including Caterpillar, John Deere, and Cummins, and the list of U.S. parts goes on. The men and women at the shipyard bring all these pieces together to create each ship. Once built, the ship becomes one of very few cruise ships that is truly an American ship.

American Cruise Lines delivers culture, history, and enlightenment. As they travel to the most amazing destinations across the U.S., guests are treated to well-designed enrichment programs on board and ashore, as well as personalized exploration led by engaging local guides. Every port of call is in the U.S., and each day is an opportunity to explore and discover something new about our country. Every crewmember is American, and the story they tell along the way is about America. The dedicated crewmembers bring the ship to life and share their interest in exploring the U.S. Many of the crew have sailed with ACL for years, while others

are looking for an adventure as they define their careers.

Itineraries include the East Coast from Maine to Florida, Alaska, Puget Sound, the Columbia/Snake, and the Mississippi River. From northern Minnesota to its mouth at the Gulf of Mexico, the Mississippi River offers a uniquely American cruise experience, and we look forward to partnering with many WCI members in this part of the country. The 12 unique itineraries provide guests with more ways to explore the Mississippi than any other cruise line, while the sophisticated comfort of modern riverboats offers the largest staterooms, private balconies, and complimentary excursions at every port. In recent years, ACL has innovated new itineraries, and now offers the opportunity to explore destinations on the Ohio, Cumberland and Tennessee Rivers. With more than 50 years' experience and a fleet of five ships ranging from steamboat-style paddlewheelers to the newest modern luxury riverboats, American Cruise Lines is the leading operator of Mississippi River cruises.

American Cruise Lines is a proud member of WCI, and greatly values the work of the association in advocating for America's federal navigation channels, navigation locks, and other supporting infrastructure that makes tourism possible on our waterways.

Learn more at <http://www.americancruiselines.com/> ❖



**American Cruise Lines operates 21 ships in 35 states, with itineraries on the Mississippi River from northern Minnesota to the Gulf of Mexico.**

# CONSERVATION COLUMN: WHEN TREES FLY: PITTSBURGH DISTRICT DELIVERS NEW FISH HABITATS ON OHIO RIVER

Reprinted from *The Corps Environment*: November 2023

By **Michel Sauret**, U.S. Army Corps of Engineers Pittsburgh District

Look up in the sky! It's a bird. It's a plane. It's a ... tree?? "Seeing a helicopter flying back and forth with a bunch of trees dangling from beneath it is something you don't see in Pennsylvania every day," said Matt Rother, chief of the Civil Design Section for the U.S. Army Corps of Engineers Pittsburgh District.

Rother is the lead engineer who designed the plan to repurpose cut-down trees into fish habitats. He took over the project in 2022, with plans that began in late 2021. Rother said the project is rewarding because of its challenges and different design aspects.

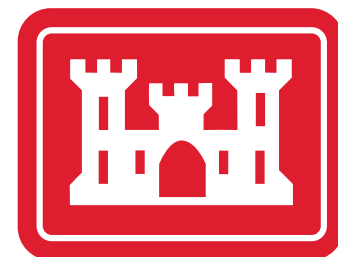
"This was a fully custom-made and unique project," Rother said. "We had to use our engineering judgment throughout.

There's not a manual out there to show us how to do this."

The helicopter transported 29 bundles of trees, completing the job in one day, Aug. 8.

The chopper crossed the Ohio River multiple times, picking up bundles of trees bound together with steel cable from one side of the river and placing them down in the water on the opposite side. It took most of the day for the helicopter to complete the job, placing the bundles throughout a pool of marshy water.

Each delivery weighed between 500 and 2,800 pounds. The trees went into the slough approximately 32 miles downriver



*Jenna Cunningham, resident engineer for the Montgomery Locks and Dam construction with the Pittsburgh District, walks through a site being cleared for a concrete batch plant in Monaca, Pennsylvania, July 20. Some of the trees cut down were repurposed into fish habitats. (Photo by Michael Sauret)*

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# CONSERVATION COLUMN: WHEN TREES FLY: PITTSBURGH DISTRICT DELIVERS NEW FISH HABITATS ON OHIO RIVER

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from Pittsburgh. The slough is a unique backwater habitat upstream from the Montgomery Locks and Dam. The helicopter also delivered 2,600-pound concrete blocks, which a boat crew attached to each bundle to ensure the trees remained in place underwater.

A wide range of freshwater species live in the Ohio River, including shiners, catfish, carp, herring, bass, walleye and more. The brush bundles will help juvenile fish by providing cover and hiding places from larger predator fish.

### *Impact Mitigation*

The Pittsburgh District added the habitat to anticipate disruption caused by several construction projects at three locks in the coming years.

The district’s planning team conducted a study to determine the construction’s impact on fish habitats. Studies showed the noise and turbidity from construction would disrupt fish living near the locks.

“We install mitigation methods before any potential loss occurs to the environment,” Rother said.

Completing the mitigation project first gives nature the ability to adapt to the new benefit in advance rather than try to recover after the impact is done, he said.

“Any time we construct a project, there’s an impact on the environment,” said Bobbi Jo McClain, chief of the Environmental and Cultural Resources Section for the Pittsburgh District.

The habitat in the slough benefits fish, not only at Montgomery but all the fish that will be disturbed

eventually by construction at Dashields and Emsworth locks and dams as well.

“We looked at a lot of different options. The slough offers a unique habitat in the Ohio River throughout this region. It provided a unique opportunity to benefit fish reusing materials that we sourced on-site,” McClain said

The trees came from a plot of land uphill from the Montgomery Locks. The Pittsburgh District cleared 3.4 acres of land earlier this year and will use the space to build a concrete batch plant to produce large quantities of concrete for construction at Montgomery.

“This was a very different way of thinking. We are building something new while preserving materials we already had here. It’s good for us,” said Jenna Cunningham, resident engineer for the Montgomery construction project.

### *Repurposing Materials*

The district’s environmental team suggested repurposing them for the fish habitat rather than wasting the trees or shredding them into mulch or woodchips. Rother said planners coordinated with the U.S. Fish and Wildlife Service to determine the best habitat design possible using the trees.

The district cut down the trees in March to avoid conflict with the northern long-eared bats’ summer roosting period. The endangered bats roost beneath loose bark or in tree cavities in the spring, summer and fall, hibernating in caves in the winter.

“We try to find that balance between meeting our mission of developing structures that serve people while doing it in a way that protects the environment,” McClain said. ❖



**A boat crew for the Pittsburgh District attaches tree bundles to concrete blocks submerged in a water basin near the Montgomery Dam on the Ohio River in Monaca, Pennsylvania, Aug. 8. (Photo by Michael Sauret)**

# JOIN WCI IN SAN ANTONIO NOVEMBER 13-15!

★ **WEDNESDAY, NOVEMBER 13**

12:30 p.m. Waterways Symposium Registration Opens  
*La Mansión*

1:30 – 4:15 p.m. WCI Annual Membership/Board of Directors Meeting  
*La Mansión; WCI Members Only*

4:15 – 6:00 p.m. Opening Reception | La Mansión:  
Four Brothers Restaurant

6:00 p.m. Dinner | The Alamo, 300 Alamo Plaza  
*Enter through the Alamo Church to tour and join us in the Alamo Gardens and Ralston Family Collections Center for dinner, dessert, cocktails, and music.*

★ **THURSDAY, NOVEMBER 14**

*All sessions and meals at La Mansión unless noted.*

7:30 – 9:00 a.m. Buffet Breakfast

9:00 – 10:00 a.m. Geopolitical Importance of the U.S. Inland Waterways  
*Rodger Baker, Executive Director of the Stratfor Center for Applied Geopolitics at RANE*

10:00 – 10:50 a.m. USACE Update  
*Edward Belk, Director of Civil Works, US Army Corps of Engineers*

10:50 – 11:05 a.m. National Rivers Hall of Fame National Achievement Award  
*Presentation to the 2024 Award Recipient, Capt. Joy Manthey, American Queen Voyages*

11:05 – 11:30 a.m. Networking Break

11:30 a.m. – 1:00 p.m. Lunch and Keynote Speaker  
*Nathan Gonzales, Editor and Publisher, Inside Elections*

1:00 – 1:45 p.m. American Cruise Lines: The Many Uses and Benefits of Inland Waterways  
*Charles B. Robertson, President and CEO, American Cruise Lines, Inc.*

1:45 – 2:15 p.m. Networking Break + Sweet Treat

2:15 – 3:00 p.m. Economic Outlook: Global Supply Chain for Commodities Moving on the Inland Waterways  
*Ken Eriksen, Managing Member and Strategic Advisor, Polaris Analytics and Consulting*

3:00 p.m. Closing Remarks and Adjourn  
*Tracy Zea, President and CEO, Waterways Council, Inc.*

4:00 – 6:00 p.m. Closing Reception | Ostra Restaurant, Mokara Hotel  
*Join us across the river from La Mansión, using Selena's Arch Bridge, for cocktails at this seafood destination and riverfront patio.*

Evening Dinner | On Your Own

★ **FRIDAY, NOVEMBER 15**

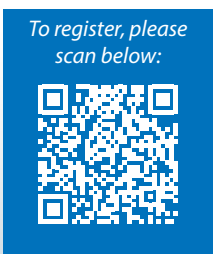
7:00 – 9:00 a.m. Buffet Breakfast

9:00 a.m. Adjourn

★ **2024 ANNUAL** ★  
**WATERWAYS**  
**SYMPOSIUM**

November 13 - 15, 2024 ★ Omni La Mansión del Rio

**QUESTIONS?** Contact Amber McClay, 202-765-2166 or [amccly@waterwayscouncil.org](mailto:amccly@waterwayscouncil.org)  
For more details visit [waterwayscouncil.org/get-involved/annual-waterways-symposium](http://waterwayscouncil.org/get-involved/annual-waterways-symposium)



# WCI HOSTS ANNUAL MEDIA TOUR AT CHICKAMAUGA LOCK

On August 19, WCI hosted its annual media tour, this year at Chickamauga Lock in Chattanooga on the Tennessee River, where members of the news media and others received a briefing from the Corps of Engineers on the status of the navigation project to replace the 1940s-constructed lock that has suffered from growing concrete in its structure as a result of a reaction between the alkali in the cement and the minerals in the stone. For more than a decade, WCI has hosted these tours at different lock sites around the country to help further educate the news media on the inland waterways system and its lock and dam infrastructure.

Reporters and editors from trade outlets *Waterways Journal* and *Engineering News Record* joined local media from the *Chattanooga Times Free Press*, and TV stations *WDEF Fox Channel 12* and *WTVC ABC NewsChannel 9*, plus WCI members Tennessee Soybean Promotion Board, Ingram Barge Company, ACBL, and LIUNA. The WCI tour was led by Senior Vice President Deb Calhoun and Director of Government Relations Jen Armstrong. WCI Board Chair Cherrie Felder and Cline Jones with Tennessee River Valley Association also participated in the events. *Workboat and Marine News* were also initially slated to participate.

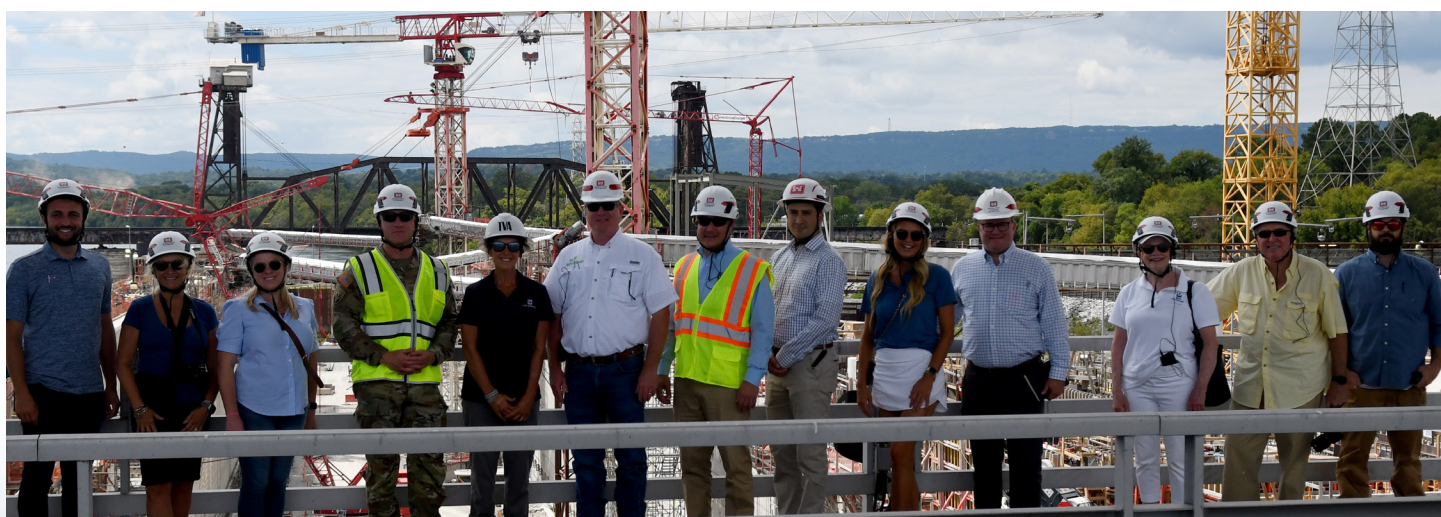
Several news articles and a podcast interview resulted from the media tour. ❖



**U.S. Army Corps of Engineers' Chickamauga Project Manager Joe Cotton (front) discusses the progress of the lock replacement project to members of the news media.**



**Major Jesse Davis, Deputy Director of the U.S. Army Corps of Engineers' Nashville District, provides comments to WCI media tour attendees at Chickamauga Lock.**



**Participants of the 2024 WCI media tour stand at Chickamauga, as work continues on the lock replacement project slated to be operational in 2027.**

# TWO FOR WCI'S 'FIVE ON THE FIVE'



**WCI's Director of Government Relations Jen Armstrong interviews Senator Chuck Grassley of Iowa for the August edition of 'Five on the Five.'**

**W**CI's [August 'Five on the Five'](#) interview series, released on the 5th of each month, featured Senator Chuck Grassley (R-IA), the longest serving member currently in the U.S. Senate and one of two active farmers in the chamber. Earning the reputation as a voice for American agriculture, Senator Grassley's interview notes his proudest accomplishment from his four-decades long career serving the people of Iowa, his work to keep America competitive in the world's agricultural market, and his efforts to increase certainty for ethanol producers as our nation's approach to energy evolves.

There was no September edition of 'Five on the Five,' as Congress was recessed.

The [October installment of 'Five on the Five'](#) featured WCI's Senior Vice President Deb Calhoun, who talked about the November meeting and Annual Waterways Symposium, and the benefits of attending and participating in the events. ❖

## ASA(CW) SECRETARY CONNOR HONORED

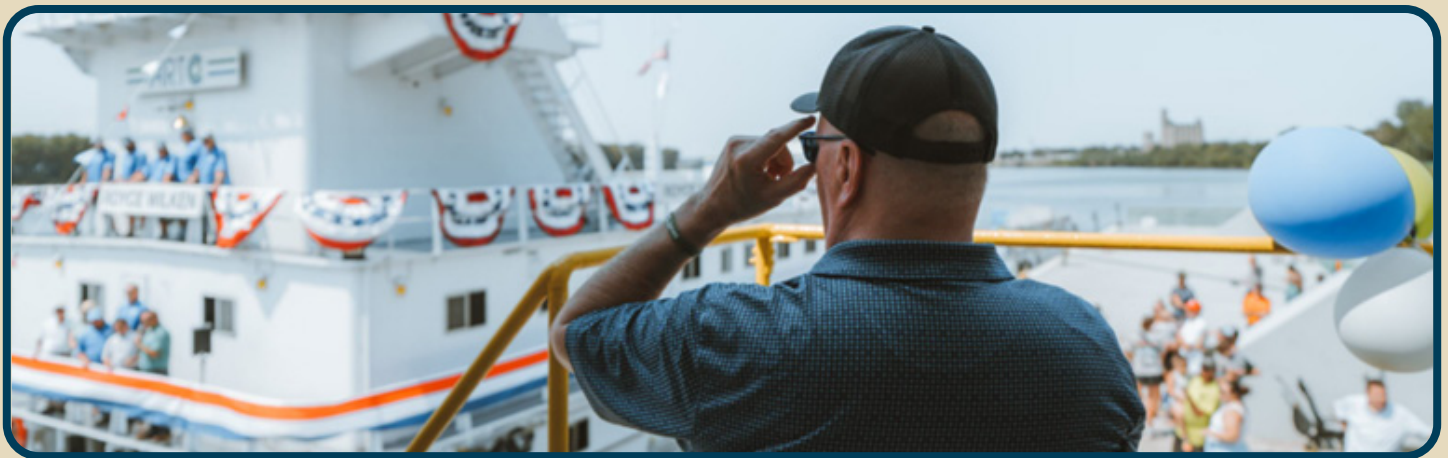


*On August 9, The Honorable Michael L. Connor, Assistant Secretary of the Army for Civil Works, was honored with the Gold de Fleury Medal during the Engineer Castle Ball in Arlington, VA. The de Fleury Medal is presented by the Chief of Engineers to recognize individuals who have made significant contributions to the U.S. Army Corps of Engineers and the Army Engineer Regiment. The medal is named after François-Louis Teissèdre de Fleury, a French engineer who volunteered to fight in the American Revolution. The medal is one of the highest honors in the U.S. Army Engineer Regiment and emphasizes the Corps of Engineers' history, traditions, and customs. Pictured here (left to right) is Lt. Gen. Scott Spellmon, then-Chief of Engineers and Commanding General; Secretary Connor; and Command Sgt. Maj. Douglas W. Galick, the USACE Command Sergeant Major (U.S. Army photo by Corey Lanier, USACE Visual Information.) ❖*

# THE M/V ROYCE WILKEN NAMED FOR INDUSTRY LEADER



*On August 10, The American River Transportation Company (ARTCO), a wholly owned subsidiary of ADM, named its newest towboat the M/V Royce Wilken. Mr. Wilken retired from the company in 2014 and was employed with ADM for 19 years within six ADM divisions over his tenure. He served as the President of Artco and President of Harvest Shipping, served on two joint venture boards, was a past Chairman of AWO, Past Chairman of the Inland Waterways Users Board and an active member of WCI over his storied career.*



***Royce Wilken watches the naming of his towboat, the M/V Royce Wilken.***

**I**n 1995, Wilken became president of American River Transportation Company (ARTCo), a wholly-owned subsidiary of ADM, and was instrumental in the acquisition of both Hugh Mac Towing and Garvey Marine. He later served as president of ADM Harvest Shipping, during which time that company built its first five ocean-going vessels. During his lengthy career in the maritime industry, Wilken also served as both vice chairman and chairman of The American Waterways Operators (AWO), chairman of the Inland Waterways

Users Board, and a board member of two separate joint ventures. He retired from ARTCo in 2014.

ADM and ARTCo honored Wilken for his lasting impact on the company and the maritime industry with the christening of a boat named in his honor.

“Royce was a beloved and respected leader, and we can’t think of a better way to honor him than with this boat and this event here in Mt. Vernon,” said Chris Boerm, president of ADM-Transportation, in a *Waterways Journal* article. ❖

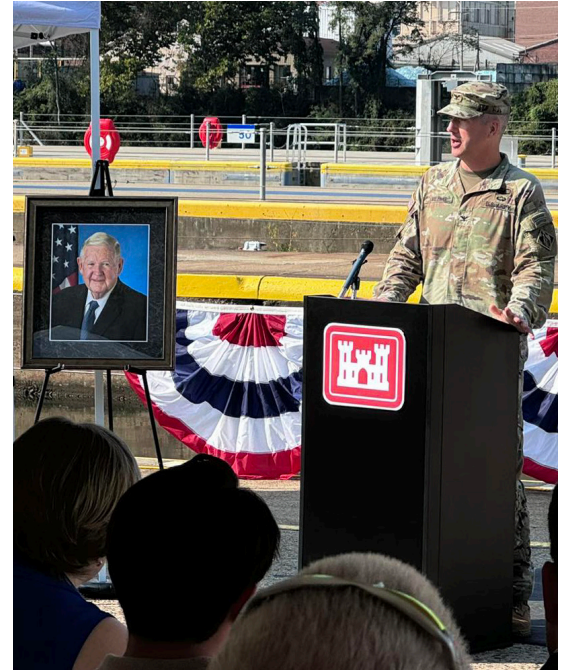
# L/D 4 RENAMED TO JOHN P. MURTHA LOCKS & DAM

On August 28, the Corps' Pittsburgh District held a ceremony to rename Locks and Dam (L/D) 4 on the Lower Monongahela River in Charleroi, PA, to the John P. Murtha Locks & Dam.

The new construction of this lock has been in the works for 20 years and is part of the effort to improve locks at Braddock, Elizabeth and Charleroi. The Corps built the former L/D 4 facility in 1931, and it underwent several upgrades.

Shown in the photo, Col. Nicholas Melin, Commander of the Corps' Pittsburgh District, said at the ceremony "The dedication of this lock and dam is not just a celebration of a completed project, it's a testament to the perseverance, expertise and commitment of everyone involved in it." ... "It's going to serve as a lasting symbol of the teamwork and spirit of Western Pennsylvania."

John Murtha is a late Pennsylvania Congressman who holds the record for serving the longest as a Pennsylvania representative in the U.S. House, from 1969 until his death in 2010. ❖



## INDUSTRY CALENDAR

### SAVE THE DATE:

**October 8-9:** American Waterways Operators Fall Convention and Board of Directors Meeting, Long Beach, CA (Marriott Long Beach Downtown)

**October 14:** Rushing Marine 26th Annual Golf Tournament, Kimbeland Country Club, Jackson, MO

**October 17:** Upper Mississippi Waterway Association Annual Meeting, St. Paul, MN (Pool & Yacht Club, 1600 Lilydale Rd.)

**October 23-25:** International Propeller Club Conference, Tampa, FL

**November 12-14:** International Workboat Show, New Orleans, LA (Morial Convention Center)

**November 13-15:** WCI Board of Directors Meeting and Annual Waterways Symposium, San Antonio, TX (Omni La Mansión del Rio)



WCI's Annual Waterways Symposium and meetings will be held November 13-15 in San Antonio at the Omni La Mansión del Rio on the famous River Walk.

### 2025

**February 4-5:** Waterways Council, Inc. Board of Directors Meeting and Capitol Hill Fly-In, Washington, DC (Intercontinental Hotel, The Wharf). Details forthcoming.

**February 25-27:** Mississippi Valley Trade and Transport Conference, New Orleans, LA (Westin Hotel)

**September 15:** PIANCUSA, Smart Rivers 2025, Memphis, TN

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