

CAPITOL CURRENTS

WATERWAYS
COUNCIL, INC.

April 21, 2026

INCO AND WHAT TO KNOW

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

In early February, Waterways Council, Inc. (WCI) issued a white paper developed by HDR titled [“Inland Navigation Construction Organization: A New Programmatic Approach for Delivering Major Projects.”](#) The paper outlines the necessity for creating a new integrated and programmatic Inland Navigation Construction Organization (INCO) within the U.S. Army Corps of Engineers to drive accountability and execute multiple inland waterways mega projects from inception to completion more efficiently, with an Inland Program Manager serving as the hub and conduit for information sharing.

Corps would improve accountability, reduce cost, mitigate risk, and help Congress and American taxpayers achieve better returns on infrastructure investment.

The inland waterways are critically important to our national and global economy and our competitive advantage

on the world's stage. The waterways move hundreds of millions of tons of commerce annually, and supports U.S. agriculture and energy production, manufacturing supply chains and exports, and is a cost-competitive freight alternative to rail and truck.

But aging and inefficient locks and dams create bottlenecks that increase transportation costs, disrupt supply chains, and reduce U.S. competitiveness. Modernization is capital-intensive and spans multiple (28) states and decades, requiring consistent oversight.

Modernizing this important part of the transportation supply chain faces many challenges. Despite sustained Congressional appropriations, only three major waterways projects have been completed in the past 28 years; many projects experience significant cost overruns and schedule delays, some



IN THIS ISSUE:

- 3 Corps Reform Touted by Assistant Secretary of the Army (Civil Works)
- 4 Legislator Profile: Rep. Chris Deluzio (D-PA)
- 5 Conservation Column: Lock and Dam 22 Fish Passage Project Taking Shape
- 7 WCI Holds Capitol Hill Fly-in, Board of Directors Meeting
- 8 Member Profile: Port of Gulfport (Mississippi)

The key takeaway from the paper is that the Nation's inland waterways modernization program would greatly benefit from being managed as a single, coordinated national program rather than a collection of competing individual projects. Establishing INCO within the

Continued on page 2

INCO AND WHAT TO KNOW

Continued from page 1

extending a decade or more; and Congress is frequently asked to resolve project issues due to a lack of consistent and comprehensive oversight from the Corps.

Inland waterways construction projects are unique because they offer a system-wide footprint where projects span multiple river systems, states, and Corps' Districts and Divisions. They share the same cost share source via the Inland Waterways Trust Fund (IWTF), which provides 25% of the construction costs to modernize and rehabilitate the system. They also share a programmatic non-Federal partner in the Inland Waterways Users Board (IWUB), which develops a long-term Capital Investment Strategy for the program (despite projects currently being managed inefficiently as competing individual efforts).

WCI's proposed answer is the creation of INCO to manage inland navigation modernization as a cohesive national program, similar to how the Corps oversees dam safety and military construction portfolios.

INCO's core objectives are:

- 1: Clear communication with Congress
- 2: Program-level oversight of all projects
- 3: Defined accountability with one responsible lead

INCO would establish:

- One Accountable Lead: A designated Inland Program Manager (IPgM) serving as a single point of communication and accountability
- Improved Oversight: Regular in-progress reviews of scope, schedule, and budget to facilitate early risk identification before issues reach Congress
- Better Alignment: Unified messaging on priorities and funding needs aligned to a national investment strategy

The INCO does NOT, however,

- Remove delivery authority from Corps' Districts or Divisions
- Limit Congress's authority over appropriations
- Require new statutory authority to begin implementation

- Raise costs for other system entities

INCO would provide benefits to Congress that include greater confidence in funding outcomes, appropriations backed by a coordinated national delivery plan, improved transparency on costs and schedules, and real-time visibility into project status and risk flags. It also would provide clear accountability for performance and a single program lead, answerable to Congress, which reduces the risk of cost overruns and delays. Early identification of issues before legislative intervention is needed is critical. And most importantly, appropriations can be used more efficiently and predictably, maximizing the impact of every federal and trust-fund dollar.

The cost of INCO would be lean and have low overhead with a single Inland Program Manager, at \$350,000–\$400,000 annually, funded within existing navigation program resources. A clear startup plan with governance, communication plans, and decision-making processes established through a Program Management Plan at startup would mean that INCO is ready to launch with no new statutory authority required to begin its implementation.

Our Nation's inland waterways are national infrastructure assets that require national-level coordination. Managing them one project at a time has contributed to delays, cost increases, and inconsistent results. Establishing an Inland Navigation Construction Organization would strengthen program oversight, improve communication with Congress, protect taxpayer and trust-fund investments, and accelerate delivery of critical navigation infrastructure.

Our waterways system is a natural gift in our Nation's geography, but we must work to efficiently modernize its infrastructure to reap all the benefits of commerce, nature and recreation. INCO is a strong start.

CORPS REFORM TOUTED BY ASSISTANT SECRETARY OF THE ARMY (CIVIL WORKS)

By Jen Armstrong, Vice President, Government Relations, Waterways Council, Inc.



Kentucky Lock is a key chokepoint on the inland waterways system, but its completion will reduce barge delays from hours to around 45 minutes, lower transportation costs and improve reliability for industries utilizing the inland rivers such as agriculture, energy, and manufacturing.

On February 23, Assistant Secretary of the Army for Civil Works (ASA (CW)) Adam Telle announced an initiative, “Building Infrastructure, Not Paperwork,” for the Army’s Civil Works program, noting it “will provide greater focus on the U.S. Army Corps of Engineers’ (USACE) core Civil Works missions, while minimizing non-core programs, direct funding to priority water resources projects that will provide the greatest benefits to the Nation, shorten permitting

timelines, and reduce or eliminate extraneous regulations and paperwork that slow USACE’s delivery of Civil Works projects and programs.”

The plan consists of 27 initiatives grouped under five categories:

- Maximizing the Ability to Deliver National Infrastructure
- Cutting Red Tape
- Focus on Efficiency
- Transparency & Accountability
- Prioritization

The initiatives do not affect USACE execution of its emergency response support to natural and manmade disasters.

While the initiative lacks detail, WCI feels the areas of focus could be helpful, although we are disappointed that WCI’s recommendation to create an Inland Program Manager at Corps Headquarters to serve as the hub of information related to projects under construction was not included in the ASA(CW) plan. WCI intends to press for the creation of such a position that creates more efficiency and brings more accountability to the inland waterways navigation construction program, or to pursue the idea legislatively.

'FIVE ON THE FIVE' FEATURES NEIL MAUNU, PACIFIC NORTHWEST WATERWAYS ASSOCIATION

NEIL MAUNU
EXECUTIVE DIRECTOR,
PACIFIC NORTHWEST WATERWAYS ASSOCIATION

WCI’s most recent ‘Five on the Five’ featured Neil Maunu, Executive Director of the Pacific Northwest Waterways Association (PNWA). Neil brings more than 16 years of experience to the PNWA, where he leads the association’s work with Congress, federal agencies, and regional decision-makers on policies and projects. In his interview with WCI, Mr. Maunu shared PNWA’s goals for the Columbia and Snake Rivers in WRDA 2026 and how associations across the system can work together to improve the Nation’s inland waterways. Watch the interview [here](#).

LEGISLATOR PROFILE: REP. CHRIS DELUZIO (D-PA)



Congressman Chris Deluzio

Closer to home, navigable waterways help keep our economy moving, which is why I've focused a ton of time in Congress on boosting domestic shipbuilding and alternative energy development in the maritime industry. We've got to both make more stuff here in America and stay at the cutting edge of this sector—my Shipbuilding Innovation Act would do just that.

Q: Western Pennsylvania is home to some of the oldest locks and dams in the country, many of which have far outlived their design life. What is your top legislative priority for ensuring these critical pieces of infrastructure are modernized before they fail?

A: Since I came to Congress, safeguarding these critical pieces of our regional infrastructure for the future has been a top priority of mine. Just this year, I brought home \$183 million to help modernize the Montgomery Locks and Dam along the Ohio River in Beaver County—the single biggest item of community project funding for the fiscal year of 2026. Additionally, I secured \$900,000 for the Municipal Water Authority of Aliquippa to purchase updated wastewater treatment equipment. I brought back the most community project funding of any House Democrat in this year's spending bill—and I'm proud that most of it went to protecting our waterways in Western Pennsylvania.



Congressman Deluzio, a champion of Montgomery Lock in Pennsylvania, visits the project.

Col. Nicholas Melin, the Corps of Engineers' Pittsburgh District Commander, briefs Congressman Deluzio on the progress at Montgomery Lock and Dam. The Congressman secured \$183 million in FY26 for the critical project.

Q: You represent a region with a rich history tied to rivers. What early experiences or memories shaped your connection to the waterways and working communities along them?

A: Growing up in Allegheny County, the three rivers—the Allegheny, the Ohio, and the Monongahela—were a constant reminder of just how connected we are across Western PA. I loved growing up and playing baseball so close to the Chartiers Creek—and there was nothing better than catching a Pirates game along the river at Three Rivers Stadium or PNC Park.

Q: Before serving in Congress, you served our country as a Naval officer. How did your military experience on the water shape your understanding of maritime logistics, supply chains, and the importance of navigable waterways?

A: During my service in the Navy, I saw just how critical maritime power is to American prosperity and to global peace.

Q: If you were hosting a bipartisan riverboat cruise down the Ohio River for your colleagues in Congress, what classic Western Pennsylvania food or drink are you making sure is on the menu to show off the district?

A: Oh, that's an easy one: pierogis, Primanti's sandwiches, Iron City beer and Turner's iced tea in the fridge, and Eat'n Park smiley cookies.

Q: When you're not in Washington or back home meeting with constituents, how do you like to unwind?

A: I'm a dad of four young kids, so any time I'm not down in Washington or home in the district to meet with constituents is a chance to spend time with them. These days, we are spending a lot of time shuttling between their sports, so it's been a lot of fun to watch them grow into youth athletes! They remind me why public service matters, for all of us in Pennsylvania.

CONSERVATION COLUMN: LOCK AND DAM 22 FISH PASSAGE PROJECT TAKING SHAPE

By Sam Heilig, Public Affairs Specialist, U.S. Army Corps of Engineers



Since May, contractors have been meticulously placing rocks in a wave-like pattern beneath the spillway at Lock and Dam 22. This innovative design is part of the first-ever fish passage on the Upper Mississippi River, a project aimed at enhancing aquatic connectivity and ecosystem health. Photo by Joe Stadele, J.F. Brennan Company, Inc.



For the first and final time, the wavy rock weirs below the spillway at Lock and Dam 22 are fully visible. Once the coffer dam is removed and the Fish Passage Project becomes operational, these structures will be submerged, quietly supporting the river's ecological balance. Photo by Joe Stadele, J.F. Brennan Company, Inc.

(reprinted from the February/March 2026 issue of Tower Times)

Construction of the Fish Passage Project at Lock and Dam 22 on the Mississippi River has progressed steadily since it began last May. Crews are nearing completion of the final two weirs in the rock ramp, making the fish passage structure fully visible for the first—and last—time before it becomes submerged under water when the project is finished.

“This is a rare opportunity to see the first structure of its kind in the Mississippi River before it becomes part of the future river ecosystem,” said Ty Jones, contracting officer representative for the project. “It’s been great seeing the project go from a drawing on paper, to a digital rendering, to a miniature model, and now to full-scale construction.”

Once the weirs are finished, the contractor will complete the remaining rock access berms that stabilize the ramp and weirs.

Concrete placement for the sill and downstream floor slabs in the intake structure is ongoing, and scaffolding has been installed along the underside of the dam to facilitate conduit placement. Much of the electrical work on the Missouri side of the project is complete, and fabrication of mooring dolphins and bulkheads is underway, with final shipments scheduled later this year.

The fish passage structure, located on the spillway portion of the dam, extends downstream into the tailwater area and is designed to reconnect fragmented river habitats. The structure will allow fish to move upstream to river and

tributary areas that became limited when the lock and dam was constructed in the 1930s. The goal of this reconnection is to increase the size and distribution of migratory fish populations.

Adaptive management strategies, including pre- and post-construction monitoring, will ensure the structure’s effectiveness and provide valuable insights for future fish passage projects.

“This project will benefit more than 30 native fish species, including paddlefish, hovelnose sturgeon, channel catfish, and smallmouth buffalo,” said Project Manager Dr. Alaina Pfenning-Butterworth. “By making it easier for fish to access spawning and feeding areas, we’re supporting biodiversity and restoring critical habitats.”

The Lock and Dam 22 Fish Passage Project is part of the Navigation and Ecosystem Sustainability Program (NESP), which aims to enhance the ecological health of the Mississippi River while maintaining efficient navigation.

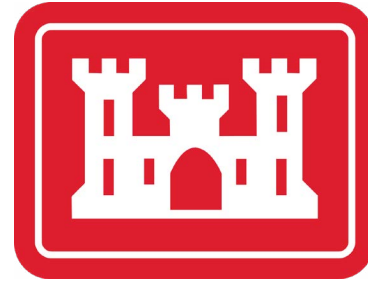
Construction is expected to continue through 2027, with adaptive management and monitoring extending well into the future. “The Lock and Dam 22 Fish Passage Project is poised to make a lasting impact on the health of the Mississippi River ecosystem while advancing NESP’s broader goals of protecting, restoring, and enhancing the environment,” Program Manager Marshall Plumley added.

Continued on page 6

CONSERVATION COLUMN: LOCK AND DAM 22 FISH PASSAGE PROJECT TAKING SHAPE

Continued from page 5

For updates, visit the U.S. Army Corps of Engineers Rock Island District website at www.mvr.usace.army.mil/nesp/ld22-fish-passage.



WCI HOLDS CAPITOL HILL FLY-IN, BOARD OF DIRECTORS MEETING

WCI held its 2026 Capitol Hill Fly-In and Board of Directors Meeting in Washington, DC at the InterContinental Hotel – The Wharf on February 3-5.

WCI's Board of Directors met on February 3 to review WCI's 2026 priorities and talking points for the next day's Capitol Hill fly-in. An opening reception was held at Whiskey Charlie and featured the presentation of WCI's 2026 Waterways Counsel Award to Eddie Belk, PE, former Corps of Engineers' Director of Civil Works, as well as Director of Programs for the Mississippi Valley Division (MVD) and the Mississippi River Commission (MRC). After retiring from the Corps in July 2025, Mr. Belk currently serves as Director of Strategic Water Initiatives for Waggoner Engineering.

WCI's President & CEO Tracy Zea penned a September 2025 column in Marine News about the partnership with Mr. Belk.

On February 4, WCI's members, divided into state teams, visited nearly 100 Congressional offices to urge the inclusion of WCI's Water Resources Development Act (WRDA) 2026 recommendation to change the definition of major rehabilitation for dams to not be cost-shared with the IWTF, intended for new construction of locks and major rehabilitation on the system. Clarifying the definition would create parity with the Corps' dam safety program, making the rehabilitation and repair of dams a 100% Federal responsibility. As a result of the meetings, to date WCI has confirmed 28 members of the House have submitted our request (18 Republicans and 10 Democrats), and seven Senate submissions of our request (4 Republicans and 3 Democrats) are confirmed so far.

After the Hill meetings, a reception was held in the House

Transportation & Infrastructure Hearing Room, where Congressman Chuck Fleischmann (R-TN) was bestowed the 2026 WCI Leadership Service Award for his stalwart support of the Nation's inland waterways and particularly his championing of Chickamauga Lock on the Tennessee River. The project moves ahead, as the remainder of the Chickamauga Lock contract was awarded in February (\$558.3 million) for work on the approach walls & decommissioning. The base contract and out-year options were re-bid in July 2025 after previous bids exceeded the awardable amount.

We thank our very generous sponsors for their support of the DC meetings!



Continued on page 7

WCI HOLDS CAPITOL HILL FLY-IN, BOARD OF DIRECTORS MEETING

Continued from page 6



Photo A: At WCI's Opening Reception, Kelly Clapp (Ingram Barge Company) talks with Rev. Mark Nestlehutt (Seamen's Church Institute).

Photo B: One of two Pennsylvania Teams (Pittsburgh contingent) stood outside the Capitol between their seven Hill meetings on February 4. Shown here is (left to right) Shane Checkan (Industry Terminal and Salvage); Gretchen Chamberlain (ACBL); Mary Ann Bucci (Port of Pittsburgh Commission); Kristen Stojakovich (Hines Furlong); and Matt Pavlosky (Port of Pittsburgh Commission).

Photo C: Tennessee River Valley Association Executive Director Cline Jones takes a moment to relax at the WCI reception.

Photo D: The 2026 Waterways Counsel Award was presented to Eddie Belk, former Director of Civil Works with the Corps of Engineers, for being a reliable and respected partner to WCI over his long-serving career. He stands with Tracy Zea (left) and WCI Chairman Jeff Webb (right).

Photo E: WCI's Capitol Hill Fly-in for 2026 saw our members passionately advocating for the Nation's inland waterways on their state teams. Pictured is Team Louisiana with LA-03 Captain Clay Higgins (center) Photo credit: Southern Devall and Devall Diesel.

Photo F: WCI Board and Executive Committee Member Andrew Brown (Ingram Barge Company) (left) stands with Congressman Chuck Fleischmann (R-TN), who was bestowed the 2026 WCI Leadership Service Award for his strong support of Chickamauga Lock, under construction just outside Chattanooga, TN. WCI President/CEO Tracy Zea stands on the right.

Photo G: Team Illinois kicked off its DC meetings with Congresswoman Delia Ramirez IL-03 at her Capitol Hill office.

Photo H: At the WCI reception held in the House Transportation & Infrastructure Hearing Room on Capitol Hill, former WCI Chair Cherrie Felder (Channel Shipyard Companies) (left) catches up with Board member Andrew Van Thyne (ADM/ARTCo) (center) and WCI member Beau Berthelot (Maritime Partners).

Photo I: Also happy to converse were Brandon Phillips (Riverview Tug Service) and Cassandra Caldwell (American Cruise Lines).

Photo J: WCI Board member Alex Pucheu (ACBL) (left) stands with Nathan Cross (center) and Jeffery Wilson (Amrize) (right) at the reception at DC's Whiskey Charlie.

MEMBER PROFILE: PORT OF GULFPORT (MISSISSIPPI)



The Port of Gulfport is a deepwater port on the Gulf of Mexico. It is one of 18 designated seaports in the U.S. and brings in cargo from around the world.

Positioned on the Mississippi Gulf Coast, the Port of Gulfport operates as a multi-purpose, deepwater seaport supporting both regional industry and international trade. The Port's operations are defined by specialization, efficiency, and a strategic geographic location that connects the Gulf to global markets.

Supported by approximately 30,000 feet of on-dock rail service, the Port functions as an intermodal logistics platform, where cargo transitions between maritime and inland transportation systems. The Port's marine terminals serve as the primary operational interface. With more than 5,000 feet of contiguous berthing space and channel depth of 36 feet, the facility is designed to accommodate a range of vessel sizes. Located just 18 miles from open water, the Port offers efficient vessel transit times, a key operational advantage.

Cargo is discharged using four ship-to-shore gantry cranes, each with a 100-ton lift capacity, and transferred into covered warehouse and storage facilities designed to support general and specialized cargo needs.

While tenants such as Dole and Chiquita continue to support one of the Port's most well-known imports – fresh fruit – the overall cargo portfolio has broadened significantly. Goods moving through the Port include construction materials, paper products, apparel and specialized commodities such as ilmenite ore, which is used in the production of titanium dioxide for everyday items like paint and toothpaste.

Physically, the Port has undergone substantial transformation. Since 2005, it nearly doubled in size to about 300 acres. The restoration project improved piers, gates, facilities, traffic flow, and utilities. These expansions are part of a broader strategy to increase capacity and operational flexibility.

The Port is designated as a strategic seaport and is located within 11 miles of Keesler Air Force Base in Biloxi, Mississippi and 3 miles from the Naval Construction Battalion Center in Gulfport, Mississippi. The Port has direct access to Class I railroads, major highways and is in close proximity to Interstate 10, allowing for efficient movement of cargo. Goods moving through Gulfport reach as far north as Chicago, east to Charleston, South Carolina, and west to El Paso, Texas, with approximately 75 percent of the U.S. market accessible within 24 hours by truck.

The Port maintains a strong presence in the community to strengthen workforce development. Partnerships with local school districts and the International Long Shoreman Association support job awareness. Through career fairs and direct engagement, the Port helps connect residents with employment opportunities while building awareness of maritime and logistics careers.

Looking ahead, the Port continues to evaluate opportunities for expansion. It holds a permit to expand its footprint by an additional 172 acres and is in the final stages of a feasibility study to deepen its channel to 46 feet. These projects involve

Continued on page 9

MEMBER PROFILE: PORT OF GULFPORT (MISSISSIPPI)

Continued from page 8

coordination with federal agencies, including the U.S. Army Corps of Engineers.

An increasingly important component of the Port’s long-term strategy is its role in the blue economy. In partnership with The University of Southern Mississippi, the Port supports research and innovation initiatives that extend maritime operations. The Port is home to NOAA’s Uncrewed Operations Center specializing in the operation and advancement of uncrewed systems and Ocean Aero, which produces autonomous underwater and surface vehicles. Programs

such as Gulf Blue Navigator identify and support high-tech, defense-oriented maritime businesses, further integrating research, technology, and industry.

Being a part of Waterways Council, Inc. has been an impactful partnership for the Port of Gulfport, providing valuable opportunities to collaborate with others across the industry. It allows us to strengthen key relationships, expand our network, and stay connected through common goals.

Visit: <https://shipmspa.com>

WCI OFFERS VIEWS AT MISSISSIPPI VALLEY TRADE AND TRANSPORT CONFERENCE



On February 12, WCI Vice President-Midwest Region Paul Rohde served as a speaker on two panels at the Mississippi Valley Trade & Transport Conference (MVTTC) in New Orleans. Shown here, left to right: Ben Pinnington, Founder of Polaris Media America, LLC and Author of Making Waves; Sean Duffy, Executive Director, Big River Coalition, LLC and Chairman of MVTTC; Dawn Lopez, VP of Marketing and Public Relations, Associated Terminals and Turn Services; and Mr. Rohde.

A RENOWNED REX

Canal Barge Company President and CEO, and former WCI Board and Executive Committee member, H. Merritt Lane III reigned as Rex 2026 at this year's Mardi Gras on February 17. Rex was originally organized by New Orleans businessmen in part to put on a spectacle in honor of the New Orleans visit of Grand Duke Alexei Alexandrovich of Russia (remembered locally as "Grand Duke Alexis") during the 1872 Carnival season. The founders of Rex also had a desire to bring tourism and business to New Orleans in the years after the American Civil War.



COMMODITY CLASSIC 2026 BREAKS ATTENDANCE RECORDS



Commodity Classic 2026 was held in San Antonio February 25-27, with a record-breaking 12,000 attendees. Among the activities was a WCI-sponsored breakfast for our agriculture-related members. Commodity Classic 2027 will be held March 3-5 in New Orleans, LA Shown here, U.S. Department of Agriculture Secretary Brooke Rollins (left) talks with National Corn Growers Association (NCGA) Immediate Past President and former WCI Board member Kenny Hartman (far right).

WCI ADDRESSES NATIONAL DEFENSE UNIVERSITY



On March 19, WCI's Senior Vice President Deb Calhoun and Vice President of Government Relations Jen Armstrong addressed a class at National Defense University (NDU). For the past 20 years, WCI has been invited to provide the inland waterways perspective as part of NDU's transportation logistics course. Based at Fort McNair in Washington, DC, NDU "educates joint warfighters and other national security leaders in critical thinking and the creative application of military power to inform national strategy and globally integrated operations, under conditions of disruptive change to prevail in war, peace, and competition."

WCI ATTENDS NATIONAL GRAIN & FEED ASSOCIATION 130TH ANNUAL CONVENTION



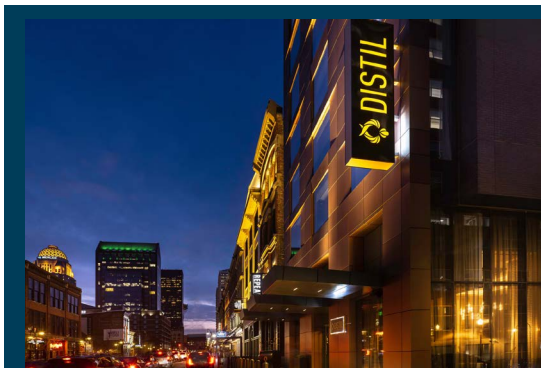
On March 22, WCI staff members Deb Calhoun and Jen Armstrong participated in partner organization National Grain & Feed Association's (NGFA) 130th Annual Convention in Nashville, speaking to the Waterborne Commerce Committee meeting on WCI priorities. Later that day, Ms. Armstrong was a featured speaker at NGFA's Open Transportation Forum, discussing our WRDA 2026 request, FY27 appropriations, and our INCO recommendations in a fireside chat with Allison Rivera, NGFA Vice President, Government and Legislative Affairs. Later that evening, WCI held dinner for its members attending the convention.

WCI JOINS TNC, AUDUBON, UMRBA IN NESP ADVOCACY ON THE HILL



Jen Armstrong (far right) joined staff from TNC, Audubon, and host Upper Mississippi River Basin Association (UMBRA) on March 31 and April 1 for two days of Capitol Hill meetings to reinforce the coalition support for NESP to the Congressional delegation of Upper Mississippi River states.

INDUSTRY CALENDAR



Join WCI November 10-12 in Louisville, Kentucky for the 23rd Annual Waterways Symposium and Board of Directors and 23rd Annual Membership Meetings at the Hotel Distil. Located on Louisville's famed Whiskey Row, Hotel Distil features modern spaces through a historic facade and offers guests a nightly toast as they pay homage to Repeal Day in 1933.

- April 20-22: National Waterways Conference 2026 Legislative Summit (Hamilton Hotel, Washington, DC)
- May 11-13: AWO 2026 Spring Convention & Barge-In (The Willard InterContinental, Washington, DC)
- May 20-22: Warrior-Tombigbee Waterways Association Annual Meeting (Orange Beach, AL)
- May 27-29: Inland Marine Expo 2026 (#IMX2026) (Music City Center, Nashville)
- June 8-12: 9th Annual Freight Week STL (St. Louis, MO). For information, contact Mary Lamie, mclamie@thefreightway.com
- November 10-12: WCI Annual Waterways Symposium (Hotel Distil, Louisville)
- February 23-25, 2027: WCI Capitol Hill Fly-In (InterContinental at the Wharf, Washington, DC).

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