

# Capitol CURRENTS



Sen. Thad Cochran (Mississippi), whose Senate Appropriations Committee approved robust civil works funding. Page 1.

## U.S. Senate Votes Record \$5.3 Billion for Waterways

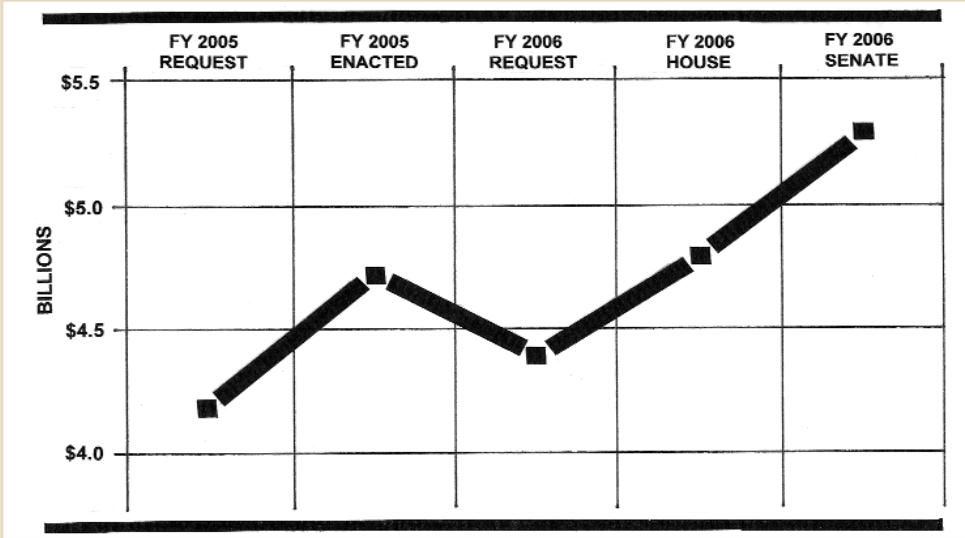
**AT 12:40 A.M. TODAY, BY A WHOPPING 92-3 VOTE, THE U.S. SENATE PASSED FY 2006 APPROPRIATIONS** of \$5.298 billion for the Army Corps of Engineers' civil works program. The total is \$552 million more than the House approved in May, \$785 million more than the President requested, and \$597 million more than Congress enacted for the current year.

Even with this large increase, the Senate Appropriations Committee chaired by Sen. Thad Cochran (Mississippi) said its recommendation "falls short of what is actually needed to provide efficient levels of funding for all ongoing work." On the inland waterways system, 10 construction and seven

major rehabilitation projects received \$377.9 million -- one-half to come from the Inland Waterways Trust Fund -- about \$12 million more than the House had approved.

During the floor debate, only Sen. John McCain (Arizona) spoke out in opposition, charging that the bill included "low-priority, non-essential" projects as well as non-germane authorization language. The bill nearly doubled the Administration's requested funding for general investigations, adding \$20 million to continue pre-construction engineering and design for the Upper Mississippi/Illinois Waterway modernization and \$20 million for Louisiana coastal restoration studies. ♦

### CIVIL WORKS FUNDING AT A GLANCE



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## Funding Increased for ‘Low-Use’ Waterways

The Senate ramped up O&M funding for several low-priority waterways, including the Atlantic Intracoastal Waterway (Virginia to Florida), an additional \$13.1 million (to \$14.2 million); Coosa-Alabama, an additional \$1.5 million (to \$3.1 million); Ouachita (Arkansas and Louisiana), an additional \$1.9 million

over the budget request (to \$10.4 million); and Tri-Rivers (Alabama, Georgia and Florida), an additional \$5.5 million (to \$6.5 million). In the MR&T account, the Upper Yazoo project (Mississippi) received \$20 million and Grand Prairie irrigation project (Arkansas) \$10 million. ♦

### CIVIL WORKS PROGRAM FUNDING: FY 2004 - FY 2006

Civil Works Program	FY 2005 Request (000)	FY 2005 Enacted (000)	FY 2006 Request (000)	FY 2006 House (000)	FY 2006 Senate (000)
General Investigations	\$90,500	\$144,500	\$95,000	\$100,000	\$180,000
Construction, General	1,421,500	1,796,089	1,637,000	1,900,000	2,086,664
Operations & Maintenance	1,926,000	1,959,101	1,979,000	2,000,000	2,100,000
MR&T Flood Control	270,000	324,500	270,000	290,000	433,336
Regulatory Program	150,000	145,000	160,000	160,000	150,000
General Expenses	167,000	167,000	162,000	152,021	165,000
Formerly Utilized Sites	140,000	165,000	140,000	140,000	140,000
Flood Control and Coastal Emergencies	50,000	0	70,000	0	43,000
ASA/CW	0	0	0	4,000	0
<b>TOTAL</b>	<b>\$4,215,000</b>	<b>\$4,701,190</b>	<b>4,513,000</b>	<b>\$4,746,021</b>	<b>\$5,298,000</b>

### PROJECT FUNDING COMPARISON: FY 2004 - FY 2006

Project	FY 2005 Request (000)	FY 2005 Enacted (000)	FY 2006 Request (000)	FY 2006 House (000)	FY 2006 Senate (000)
Inner Harbor	\$10,000	\$14,500	0	\$9,038	\$15,000
Kentucky Lock	25,000	32,500	0	21,750	32,000
Lower Mon 2, 3 & 4	31,000	35,500	50,800	50,800	46,000
Marmet	50,000	75,000	68,830	68,830	73,500
McAlpine	58,000	68,500	70,000	70,000	65,000
Olmsted	75,000	69,000	90,000	90,000	85,000
Robert C. Byrd	600	900	914	914	914
Winfield	3,000	3,000	2,400	0	2,400
Chickamauga	0	17,000	0	10,000	10,000
John T. Myers	0	1,000	0	700	0
Emsworth	0	0	15,000	15,000	15,000
L&D 3, UM	0	0	0	0	2,000
L&D, UM	0	1,500	7,580	7,202	7,580
L&D 19, UM	4,800	4,800	17,502	17,502	17,500
L&D 24, UM	8,800	8,800	4,300	4,300	4,300
Mel Price, UM	0	0	0	0	750
L&D 27, UM	0	0	0	0	1,000
<b>TOTAL</b>	<b>\$266,200</b>	<b>\$331,500</b>	<b>\$327,326</b>	<b>\$366,036</b>	<b>\$377,944</b>

CONSTRUCTION MAJOR REHAB

## Senate Report Finds Faults With RB/RC Ratios

The Senate Appropriations Committee, like its House counterpart, was critical of OMB's "blind emphasis" on comparing remaining benefits to remaining costs (RB/RC) to determine project funding priorities. "The strict adherence to the metric of RB/RC ratios to the exclusion of all other possible metrics that could have been utilized," said the Senate report, "is indeed narrow" and has "led to a very skewed set of results..."

As other possible performance measures, the report listed "widespread project net



benefits, inclusion of system-wide values, acknowledgment of regional benefits, recognition of a wider set of benefits over a longer planning period than just one year, [and] calculations using other interest rates that are more in accordance with the project authorizations..."

"Consideration of a more encompassing set of factors, including those mentioned above as well as a number still under development, would have provided a more comprehensive set of projects, yet continuing to deliver needed, effective, national water benefits."

Concluded the report: "These [RB/RC] ratios provide a 'snapshot' view of a project. They tell you nothing of the relative value of one project to another, projects in rural areas with fewer beneficiaries are penalized, and no consideration is given to the workforce."

Note: Both the Senate and House bills include only \$734,000 for "performance-based budgetary support." The Administration had requested \$2.5 million for the effort. ♦

## Panel Urges 'Guidance' on Continuing Contracts

The Senate legislation differs dramatically from the House version in two policy areas -- continuing contracts and reprogramming. The Senate report maintains that the Corps of Engineers "needs flexibility" to manage hundreds of projects which often face unanticipated problems, including floods, droughts, funding shortfalls, and environmental issues.

One of the best "tools" the Corps has in supervising its projects "is the ability to award multi-year continuing contracts," the Senate report said. Since at least 1977, the Corps has had "the discretion to use continuing contracts to execute any of its specifically authorized water resources projects." Also, the report said the 1999 WRDA "requires the Corps to award a continuing contract for a water resources project for which initiation of construction has occurred, but for which sufficient funds are not available to complete the project."

**CONTROLS.** The Senate Committee said it believed "the continuing contract clause [in the conference report accompanying FY 2005

appropriations] has adequate controls to limit the future obligations of the Federal government." However, it continued, the committee "expects the Corps to develop specific execution guidance to control and manage the implementation of continuing contracts, consistent with law and prudent fiscal policy, and to carry out the civil works program accordingly." ♦

**MUSEUM SHIP.** The "world's most powerful icebreaker" when it entered service at Toledo in 1944, the Coast Guard Cutter Mackinaw (known as "Big Mac" or "Guardian of the Great Lakes") is to be decommissioned next year. And if Michigan's Congressional delegation has its way, the historic cutter will become a floating museum at Cheboygan, her home port when she wasn't busy clearing Great Lakes shipping lanes. ♦



## Senate Panel Proposes Reprogramming Rules



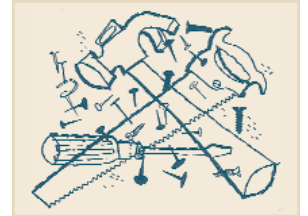
Because of “factors outside the Corps’ control,” the Senate committee said it believed “it is imperative to allow the Corps ample flexibility to manage the program and to utilize excess funds as they become available on a particular project to move the entire program forward.” But with such flexibility, the panel said, “comes a responsibility to ensure that appropriated funds are available for projects when necessary.”

As with “continuing contracts,” the Senate committee said it expected the Corps to develop “specific execution guidance to control and manage” reprogrammings, which it said should be “used in very benign, fiscally responsible ways” and not to initiate or eliminate a program, project or activity.

**GUIDANCE.** Because of “ambiguities” in the reprogramming guidance in the FY 2005 appropriations report, the committee included new advice in its report. It endorses reprogramming up to 25 percent of general investigation funds, 15 percent of construction-general funds, and 50 percent of O&M funds, with no limit on emergency response. House and Senate Appropriations Committee approval would be required for cumulative reprogramming over certain thresholds. ♦

## Why So Many Reprogrammings?

The House Appropriations Committee report made news by asserting that the Corps of Engineers had reprogrammed funds, once as little as 6 cents, some 20,000 times in a recent year. The Senate committee report suggests possible reasons for so many reprogrammings.



“The Corps’ financial management system uses thousands of work item codes to supply funding for everything from screwdrivers to computers to miter gates,” the report said. “As the government cannot fund purchases in arrears, adequate funding estimates must be supplied into these work items prior to purchases being made. Rarely are these estimates an exact match for these purchases.

“Often funding is left in these work items that must be cleaned up at the end of the fiscal year. The remaining funds can range from a few pennies to thousands of dollars,” the report continued. “A final accounting must be made and all of the old work items must be cleaned out in order to dispose of leftover project funding.” ♦

## ‘New Starts’ Funded for Three Major Rehabs



Sen. Domenici

The Senate bill was put together by the Appropriations Subcommittee on Energy and Water Development, the chairman of which is Sen. Pete V. Domenici (New Mexico). The measure includes several new starts, including three major rehabilitation projects on the Upper Mississippi: L&D 3, which got \$2 million; Mel Price (which replaced L&D 26), \$750,000; and L&D 27, which received \$1 million. Mel Price and L&D 27 have recently experienced miter gate failures.

**OTHER PROVISIONS.** The Senate bill also provides funds for the “most critical shore protection projects.” In its report, the panel said it was “disappointed” that the

Administration had developed a new beach policy, limiting beach renourishment. Current beach policy is satisfactory, the report said, noting that beach tourists contribute \$60 billion in taxes.

WRDA ‘86 authorized cost sharing for most water projects, but lawmakers included an “ability to pay” provision which they thought might benefit sponsors of flood damage reduction projects, mostly those serving low-income communities. But the Senate committee said it believed the Federal criteria test was “too restrictive” and operates to “exclude most communities from qualifying.” ♦



Mr. Palmer

## Waterways Groups Laud Senate Panel's Funding

National and regional waterways groups were quick to applaud the Senate Appropriations Committee's action in supporting a robust water resources program. This was the first time that any annual appropriations measure had exceeded the \$5-billion mark, and the \$378 million for Inland Waterways Users Board-supported navigation projects also set a record. Of the total, \$189 million would come from the Inland Waterways Trust Fund. Since the House voted \$366 million and the Administration proposed \$368 million for almost the same mix of projects, the final figure will likely be record-setting, too.

"The modernization of priority lock-and-dam projects allows the United States to better compete in the world marketplace," said R. Barry Palmer, WCI's president. For their diligence and hard work, he expressed appreciation to Chmn. Pete Domenici and Sen. Harry M. Reid (Nevada), ranking member of the Senate subcommittee, and Chmn. Thad Cochran and Sen. Robert C. Byrd (West Virginia), ranking member of the full committee. ♦

## Corps in the Middle of House-Senate Tiff

Upset that Corps of Engineers leaders appeared to be "taking orders" from its counterpart House subcommittee, the Senate panel said such "Congressional guidance should be viewed as suggestive and weighed in context with guidance that the Congress provided." Added the Senate report: "It is a simple matter to determine the consensus judgment of the Congress as to how Executive Branch programs should be administered. All one must do is look at the law and the accompanying reports..."

As a result, the Senate committee said it was "extremely disappointed in the general lack of leadership" exhibited by the Chief of Engineers, Lt. Gen. Carl A. Strock, as well as the Civil Works Director and Assistant Army Secretary. "The committee expects the Chief of Engineers to prepare management and execution plans in accordance with guidance [provided in annual Energy and Water Development Appropriations Acts] and to aggressively carry out those plans." The panel said it had twice reminded the Chief "that all guidance provided by the Congress should be adhered to in carrying out his responsibilities." ♦

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## WRDA FINALLY REACHES HOUSE CALENDAR



The House adjourned for the Fourth of July recess at 1:04 a.m. today without taking up H.R. 2864, the Water Resources Development Act of 2005 (WRDA '05), which had been on its calendar all day yesterday. Meanwhile, the Senate is also poised to consider a companion bill (S. 728) reported on April 13 by its Environment and Public Works Committee.

The pending House measure is very similar in most respects to its bill in the last Congress, which sailed through the chamber in September 2003 by a 412-8 vote. Last August, the Senate committee reported a companion bill, but with more stringent "Corps reform" provisions, but it was never considered on the

Senate floor before the 108<sup>th</sup> Congress adjourned. The last WRDA, usually enacted every two years, was signed into law (Public Law 106-541) in December 2000.

**PENT-UP NEEDS.** The House bill authorizes about 700 project provisions and modifications, including some 30 with favorable Chief of Engineers' reports plus various navigation, flood protection, and environmental restoration projects and studies, some pending for almost five years. The price tag for all of the projects, over construction periods of up to 10 years or more, was estimated at about \$10 billion. ♦

## WRDA Will Address 'Overdue' Water Needs



*Congr. Duncan*

"This bill is long overdue and greatly needed in order to address the water resources needs of communities all over the country," said John J. Duncan, Jr., (Tennessee), chairman of the House Water Resources and Environment Subcommittee, which reported the bill. "This legislation reaffirms our commitment to developing the Nation's water resources."

Nevertheless, the legislation has its critics. Congr. Earl Blumenauer (Oregon) and Congr. Jeff Flake (Arizona) hope to amend WRDA when it reaches the House floor. They have already filed an amendment to implement a "lock appointment" system on the Upper Mississippi and Illinois Rivers and proceed with the proposed lock replacements only if traffic through these facilities averages 35 million tons or more in 2007-09.

By 2010, they also want a new "notification report," prepared in consultation with the

National Academy of Sciences, indicating "whether to proceed with new lock construction," and by 2013 a "reevaluation report" taking into account regional, national and world market conditions and application of new peer-reviewed models.

After the House returns to work on July 11, most observers believe that the chamber will approve WRDA by a wide margin before its August recess.

**ATTACKS.** Three environmental and two taxpayer advocacy groups held a briefing for Congressional staffers this week to criticize bill's Upper Miss/Illinois project authorization. And Public Employees for Environmental Responsibility (PEER), a persistent waterways critic, claiming the barge industry was "fading," charged the Congress was poised "to pour billions into horse-and-buggy responses to space-age problems." ♦

**UPDATE.** Work began last month on a \$34.5 million pumping station on the White River near DeValls Bluff, Ark., about 20 miles from where the almost-extinct ivory-billed woodpecker was recently spotted. Although an appeal is pending, environmentalists have so far failed to stop the Corps of Engineers project to supplement irrigation water for about 900 Grand Prairie rice farms and to replenish the area's almost depleted aquifers. ♦

## Measure Authorizes Seven New Locks



The pending House bill authorizes construction of new 1,200-ft. locks at Locks 20, 21, 22, 24 and 25 on the Upper Mississippi and at LaGrange and Peoria Lock on the Illinois River at a cost of \$1.8 billion. In addition, the measure provides for moorings at Locks 12, 14, 18, 20, 22, 24 and LaGrange and switchboats at Locks 20 through 25 as well as “development and testing of a [lock] appointment scheduling system,” all at a cost of \$235 million.

When the \$1.6 billion for environmental features are included, the bill’s Upper Mississippi/Illinois authorization totals nearly \$4 billion. Beginning in June 2007, implementation reports will be required every four years from an advisory panel composed of the

governors of the five states bordering the rivers plus representatives of the Departments of Agriculture and Transportation, Geological Survey, Fish & Wildlife Service, EPA, landowners, environmental groups and agricultural/industry groups.

**SCHEDULING.** The Navigation Economic Technologies (NETS) initiative, sponsored by the Corps of Engineers’ Institute for Water Resources, is studying lock scheduling, traffic forecasting, and project analysis. One of its contractors, the Center for Transportation Studies at the University of Missouri-St. Louis, has set up a website tracking progress of its “inland waterways lock/vessel optimization study”: [www.umsl.edu/depts/cts/waterways/](http://www.umsl.edu/depts/cts/waterways/) ♦

## Bill OKs Replacement of Bayou Sorrel Lock

H.R. 2864 also authorizes construction of a new Bayou Sorrel Lock on the Gulf Intracoastal Canal’s alternate Morgan City-Port Allen (Baton Rouge) route. The small 56-ft. x 797-ft. lock, authorized in 1928, would be replaced by a 75-ft x 1,200-ft. lock. The site is 25 miles south of Baton Rouge between the Mississippi and Atchafalaya Rivers, and the replacement lock is estimated to cost \$88.5 million.

The project includes modifications necessary for passing Atchafalaya Basin floods, so the major cost was allocated to the Mississippi River & Tributaries program. The remaining \$9 million was attributed to navigation and will be cost-shared with the Inland Waterways Trust Fund.

The pending legislation also authorizes another GIWW project, improvements from High Island to Brazos River, Texas. The Chief’s report recommends “easing” of High Island channel bends, widening certain sections, buoy additions and construction of silting basins at a cost of \$13.1 million to be shared 50-50 with the Inland Waterways Trust Fund. ♦



## *Students Canoe to Site of Monongahela Battle*

Two hundred fifty years ago -- on July 9, 1755 -- a 600-strong French and Indian force defeated 1,500 British and Colonial troops, led by Maj. Gen. Edward Braddock, at the Battle of the Monongahela near present-day Pittsburgh. It was a pivotal engagement in the French and Indian War, thwarting a British attempt to capture Fort Duquesne from the French and escalating a ferocious frontier war.

Among those planning to witness the 250th anniversary ceremonies will be 12 students and three faculty members who have canoed (except for a 20-mile overland portage) from Lawrence Technological University in Southfield, Mich. They embarked on May 14, navigating the Rouge River, Detroit River, and Lake Erie to Erie, Pa., overland to French Creek, and on to Pittsburgh. Their history professor, Phil Vogt, said he used to spend endless hours admiring the Ohio River while growing up in Louisville. ♦

## Corps Announces Its Own Peer Review

Without waiting for enactment of WRDA '05, the Corps of Engineers has implemented new peer review guidance for "decision documents." The guidelines require "external peer review" of pending projects which are deemed to be very expensive, potentially risky, or precedent-setting. The guidance, dated May 31, was announced this week, and it expires in September 2007, after WRDA's peer-review provisions are presumably in place.



The Corps' guidance does not specify a cost threshold for peer review, leaving the decision up to the Chief of Engineers. The directive was the result "of the Corps taking a hard look at its internal processes and in listening to our external stakeholders," said Maj. Gen. Don T. Riley, the Civil Works Director.

**REACTION.** Environmental groups were not pacified. "I don't think this comes anywhere close to answering the mail on this issue," said Steve Ellis of Taxpayers for Common Sense. "What is clearly needed," said David Conrad of the National Wildlife Federation, "is a kind of independent, dispassionate review..." But pro-waterways groups applauded the Corps' move. ♦

## WRDA '05 Incorporates Independent Peer Review

Among its "Corps reform" provisions, the House bill includes a section stipulating that an "independent panel of experts" must review all proposed projects costing more than \$50 million (mandatory) or that any other project "may be" reviewed (discretionary) when so requested by a governor or the head of a state or Federal agency charged with reviewing the project, or if the Chief of Engineers decides that the project is controversial.

To conduct the peer review, the Corps of Engineers would contract with the National Academy of Sciences "or similar independent scientific and technical advisory organization" to establish a panel of experts. The legislation also includes "reform provisions dealing with mitigation, project planning and a coordinated review process ("streamlining"). ♦

**TRUST FUND.** At the end of May, eight months into the current fiscal year, the Inland Waterways Trust Fund had taken in \$54.3 million (including \$49.4 million from fuel taxes), leaving a surplus (after accounting for transfers for ongoing construction and major rehabilitation) of \$372.9 million. ♦

## APPEALS COURT UPHOLDS SNAKE RIVER 'SPILLS'



On June 10, Federal District Judge James A. Redden ordered Federal managers to spill more water over four dams on the Snake and Columbia Rivers in eastern Washington, rather than funneling the water through hydropower generators, to help young salmon reach the Pacific Ocean. At the same time, he denied the National Wildlife Federation's request to draw down Lower Granite's reservoir and increase water releases from Idaho pools to augment downstream flows.

The Corps of Engineers, National Marine Fisheries Service and Bonneville Power Administration appealed the judge's decree, but the Ninth Circuit Court of Appeals on June 22 declined to block the spill, which began on June 20. If it continues through the end of August, the agencies said the spill could cost electric ratepayers an estimated \$57 million to \$81 million in lost power revenues.

Water is being flushed over Lower Monumental, Little Goose and Lower Granite Dams on the Snake River and, starting next month, over McNary Dam on the Columbia River. In past years, water has been spilled over Snake River dams in the spring to aid salmon migration, but this is the first such release in the summer, when hydroelectric power usage is at peak demand. ♦



## Can Stakeholders Resolve Spring Rise Controversy?

The Missouri River Spring Rise Plenary Group met this week in Bismarck, N.D. Made up of some 50 representatives of basin stakeholders, the group is trying to resolve conflicts over the U.S. Fish & Wildlife Service's "biological opinion" requiring springtime releases from Missouri River reservoirs to benefit the endangered pallid sturgeon, piping plover, and least tern.

A final group meeting is planned in late July in Omaha. All of the meetings are being facilitated by CDR Associates, an independent collaborative decision-making and conflict management firm, which was hired by the U.S. Institute for Environmental Conflict Resolution, a federally funded organization in Tucson, Ariz., which operates under the aegis of the Morris K. Udall Foundation. ♦

## USS Oriskany Towed to Texas 'Safe Haven'

The U.S. Navy plans to sink the 888-ft. USS Oriskany (the "Mighty O"), an aircraft carrier launched in 1945, as an artificial fish reef about 25 miles off the Florida coast between Pensacola and Destin. But the sinking has been delayed, awaiting completion of a study analyzing the effects of PCBs on the ocean environment. If all goes well, the Navy has more than two dozen other ships on the list to be made into artificial reefs.

To ride out the current hurricane season, the Oriskany was towed from Pensacola to Beaumont, Texas, last month. Some 40 miles up the Sabine-Neches Ship Channel from the Gulf of Mexico, Beaumont is better equipped to house the ship during hurricanes. But the site is only about 60 miles from Galveston, site of the deadliest human disaster in U.S. history -- the Hurricane of 1900, which killed at least 8,000 people when it slammed ashore. ♦

**Chickamauga Groundbreaking.** On a stage draped with red, white and blue balloons, Tennessee Congressional and other government leaders celebrated start of the construction of a new 110-ft x 600-ft Chickamauga Lock on the Tennessee River at Chattanooga. From left are Congr. Zack Wamp, at podium; Hamilton County Mayor Claude Ramsey; TVA Chmn. Bill Baxter; Sen. Lamar Alexander; Sen. Bill Frist, Senate Majority Leader; and Congr. John J. Duncan, Jr., who chairs the House Water Resources and Environment Subcommittee.



-- Army Corps of Engineers photo

## WATERWAYS COMMUNITY HONORS CORPS' FRED CAVER ON HIS RETIREMENT

**Saying Goodbye!** Thomas F. (Fred) Caver, Jr., Deputy Director of Civil Works from January 2001 until June 2005, was guest of honor at a farewell luncheon last month. In Photo 1, Lt. Gen. Carl A. Strock, Chief of Engineers, extends congratulations.

Photo 2. Mr. Caver with his wife, Linda.

Photo 3. John Anderson and Kenneth J. Kopocis of the House Transportation and Infrastructure Committee staff greet a former colleague, Gabe Rozsa, now with BKSH & Associates. Photo 4. Gary A. Loew, incoming Chief of the Program Integration Division, with the outgoing chief, Robert F. (Rob) Vining. Photo 5. Lt. Gen. Arthur E. Williams, Chief of Engineers (1992-96), with his wife, Carole, of Fort Myers, Fla.



## IN THE MAINSTREAM...



The Tulsa-based Arkansas River Historical Society has inducted three new members into its Hall of Fame: Joseph L. (Lew) Meibergen of Enid, Okla., chairman and CEO of Johnston Enterprises, Inc., which operates the largest private port on the Arkansas River system; the late William E. (Bill) Henderson, a former executive vice president of both the Little Rock Chamber of Commerce and the Arkansas Basin Assn.; and the late Terence G. McDonald of Tulsa, who was chairman of Tuloma Stevedoring, Inc., which moved as much as 20 million tons of wheat a year through the Tulsa Port of Catoosa...

John J. Kallenborn, president of the New Orleans Region of Bank One, NA, was elected chairman of the Board of Commissioners of the Port of New Orleans, succeeding Angus R. Cooper, II, in the post... The Port of Freeport, Tex., is preparing to mark two decades of service by its chief executive, A.J. (Pete) Reixach, Jr., who joined the port as assistant general manager in 1985 and was promoted to port director in February 1986...

Agriculture Secy. Michael O. (Mike) Johanns announced the resignation, as soon as a replacement can be found, of William T. (Bill) Hawks, Under Secretary for Marketing and Regulatory Programs since May 2001. A Mississippi native, he ran unsuccessfully for Lieutenant Governor in 1999. A son, T.A. Hawks, handles waterways issues for Sen. Thad Cochran (Mississippi)...

The President intends to name William W. Baxter, a former commissioner of the Tennessee Department of Economic and Community Development, as the next chairman of the Tennessee Valley Authority, succeeding Glenn L. McCullough, Jr., a former Tupelo mayor, whose term expired in May... Mr. Baxter, a TVA board member



Mr. Hawks

since 2001, will serve during a transition period from a three- to a nine-member TVA board, which will then elect its own chairman...

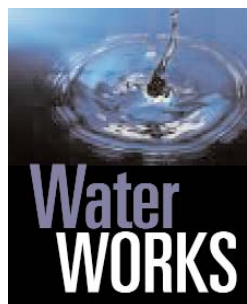
Marcus A. Peacock, associate OMB director for natural resources, energy and science, has been nominated as Deputy EPA Administrator. At OMB, Mr. Peacock has jurisdiction over civil works programs. Before moving to the White House in 2001, he was staff director of a House Transportation and Infrastructure subcommittee... The U.S. Geological Survey's new acting director is P. Patrick Leahy, formerly the agency's associate director for geology. He succeeds Dr. Charles G. (Chip) Groat, who resigned to become director of the Center for International Energy and Environmental Policy at the University of Texas...

Jonathan B. Tolman, a professional staff member of the Senate Environment and Public Works Committee who handled environmental and water resources issues, has left the committee staff. Angelina Giancarlo, another staffer, now has responsibility for waterways matters...

**COMMAND CHANGES.** Lt. Col. Edward Fleming became District Engineer of the Corps of Engineers' **Charleston District** on June 3, succeeding Lt. Col. Alvin B. Lee... Col. John Pulliam will replace Col. Charles R. Alexander at the **Wilmington District** on July 14... Col. Thomas O'Donovan takes over the **Portland District** from Col. Richard W. Hobernicht on July 21... Lt. Col. Steven Roemhildt will follow Lt. Col. Byron G. Jorns at the **Nashville District** on July 22... Col. Raymond G. Midkiff will succeed Col. Robert A. Rowlette, Jr., at the **Louisville District** on July 29... ♦

**SURPLUS.** Many low-priority harbors and waterways are not being dredged, but it's not because of a lack of available funds. The Harbor Maintenance Trust Fund, which pays all of the cost of maintenance dredging of deep-draft access channels (and shallow-draft channels not on the fuel-taxed system), had a surplus at the end of May amounting to \$2.68 billion. ♦

## 'Water Ethic' Vital to Regional Economy



"Water Works" is the title of a study just published by the Michigan Land Use Institute. It reports that progressive business and civic leaders form the core of a growing movement "to establish sustainability as the central organizing principle" for water management in the future. Sustainability is defined as "a form of development that is able to continue indefinitely, simultaneously boosting profits, building social equity, and enhancing, rather than steadily degrading, the natural environment."

Concludes the report: "The roaming rivers and inland seas delivered the lumber, goods and industrious people -- teachers, farmers, craftsmen, and inventors -- who anchored the heartland of the new nation. Streams and groundwater sources gave rise to the growing communities, farms, and famous factories that build, defended and propelled the United

States." But now, the report charged, Great Lakes governments are failing "to aggressively advance an ethic of water use and development" able to sustain the region's economy, culture, and environment. ♦

## Forget the Hook and Line, Fish With Your Hands!



"Noodling," or fishing by hand, is an exciting sport on rivers in states like Illinois, Arkansas and Oklahoma, which allow the practice. Missouri has authorized an experimental six-week hand-fishing season this summer on three rivers. In numerous other states, too, adventurous fishermen are noodling -- or "dogging" (as this extreme sport is known in Kentucky), "stumping" (in Nebraska), "hogging" or "graveling."

Noodlers wade into rivers, but never into deep water, and with their bare hands search underwater fishing holes, probing under tree trunks and the edges of submerged rocks, hoping to surprise a lazy catfish. Kristi Addis, who was Miss Teen USA, told pageant judges that one of her favorite pastimes was "grabbling for catfish" in the Yalobusha River in the Mississippi Delta.

On the Missouri and other rivers, noodlers catch catfish weighing 50 pounds or more. Some of the more cautious fisherman wear gloves to keep the fish from biting them, or just in case they happen to grab a lurking beaver, snapping turtle, or cottonmouth water moccasin. ♦

## ON THE HORIZON...

July 6-8, Texas Ports and Waterways Conference, Corpus Christi...

July 10-12, TRB's annual summer Ports, Waterways, Freight and International Trade Conference, Boston... July 26-27, Inland Waterways Users Board, St. Paul... July 27-29, AAPA Port Security and Safety Seminar, East Rutherford, N.J...

Aug. 8-10, Gulf Intracoastal Canal Assn.'s 100th annual convention, Victoria, Tex... Sept. 14-15, National Waterways Conference, Inc., New Orleans... Sept. 14-15, Greater New Orleans Barge Fleeting Assn., New Orleans... Oct. 4-5, WCI fall symposium and board meeting, Four Seasons Hotel, Chicago... Oct. 5-7, AWO fall convention, Chicago... Oct. 18-20, Tennessee-Tombigbee Waterway Opportunities Conference, Biloxi... ♦



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