A mandate for change or more of the same? What will the 113th Congress bring? President Barack Obama has been elected to a second term, House Republicans retain the majority in the House of Representatives and Democrats maintain control of the Senate.

In its first 100 days, the new Congress will be forced to consider the divisive issue of spending priorities, setting the framework for national policy issues for the next decade. Congress is currently grappling with the looming across-the-board spending cuts, soon to be followed by the expiration of the continuing resolution funding federal government operations at the end of March. Later in the spring, the issue of the debt ceiling will come back to the forefront, as Members of Congress could have their pay withheld if they fail to adopt a budget resolution by April 15th. Add to this simmering pot of uncertainty—the release of the President’s FY14 budget, usually on the first Monday in February—has been pushed back until mid-March anyway.

Also high on the agenda in both the House and the Senate: a water resources development act to ensure robust investments in the nation’s water resources infrastructure. Plan to attend the National Waterways Conference’s
Support Grows for a WRDA in the 113th Congress

The Senate Committee on Environment and Public Works is forging ahead with its plans to move a WRDA early this year, and plans to hold hearings on a variety of issues. On January 31st, the Committee received testimony on the Harbor Maintenance Trust Fund, and on February 5th, it will focus on general oversight issues, expected to include ways to streamline the Corps’ planning and project delivery process.

Committee members are: Chairman Barbara Boxer (CA), along with Max Baucus (MT), Thomas R. Carper (DE), Frank R. Lautenberg (NJ), Benjamin L. Cardin (MD), Bernard Sanders (VT), Sheldon Whitehouse (RI), Tom Udall (NM), Jeff Merkley (OR), and Kirsten Gillibrand (NY).

The new Ranking Member is Senator David Vitter (LA), along with James M. Inhofe (OK), John Barrasso (WY), Jeff Sessions (AL), Mike Crapo (ID), Roger F. Wicker (MS), John Boozman (AR), and Deb Fischer (NE).

On the House side, new Chairman of the House Transportation and Infrastructure Committee, Rep. Bill Shuster (R-PA), has indicated his top priority is moving water resources legislation this session, signaling that he seeks to craft the critical legislation in a bipartisan manner.

The Water Resources and Environment subcommittee will again be chaired by Rep. Bob Gibbs (OH), joined by Don Young (AK), Gary G. Miller (CA), Shelley Moore Capito (WVA), Candice S. Miller (MI), Andy Harris (MD), Eric A. “Rick” Crawford (AR and Vice Chair), Richard L. Hanna (NY), Daniel Webster (FL), Jeff Denham (CA), Reid J. Ribble (WI), Thomas Massie (KY), Steve Daines (MT), Tom Rice (SC), Markwayne Mullin (OK), Mark Meadows (NC), Rodney Davis (IL), and Bill Shuster, Pennsylvania, (ex officio).

Rep. Tim Bishop (NY) will continue as Ranking Member, along with Donna F. Edwards (MD), John Garamendi (CA), Ann Kirkpatrick (AZ), Lois Frankel (FL), Eleanor Holmes Norton (DC), Eddie Bernice Johnson (TX), Grace F. Napolitano (CA), Elizabeth H. Esty (CT), Michael H. Michaud (ME), Richard M. Nolan (MN), Janice Hahn (CA), Sean Patrick Maloney (NY), and Nick J. Rahall, II, West Virginia, (ex officio).

We welcome your suggestions and ideas for the National Waterways Conference at info@waterways.org
A recent report by the Associated Press underscores the need for increased investments in the nation’s flood control infrastructure to ensure the safety of the millions of Americans who live behind those levees.

The report found that inspectors taking the first-ever inventory of flood control systems overseen by the federal government have found hundreds of structures at risk of failing and endangering people and property in 37 states. Levees deemed in unacceptable condition span the breadth of the country, with the report noting they are in every region, in cities and towns big and small: Washington, D.C., and Sacramento, Calif., Cleveland and Dallas, Augusta, Ga., and Brookport, Ill.

Local governments are responsible for upgrading unacceptable levees, and some local officials say that the Corps is exaggerating the dangers, that some deficiencies were approved or not objected to by the federal government and that any repairs could cost them hundreds of thousands, if not millions, of dollars. Bill Sheppard, assistant chief engineer for the Yazoo-Mississippi Delta Levee Board, was interviewed for the report and noted that none of its levees failed during severe flooding in spring of 2011. While some components needed fixing after the flood, the system works. Other officials who were interviewed stated they would happily upgrade their levees, but their small towns could not afford it.

In testimony before the Senate Committee on Environment and Public Works in November, NWC President Amy Larson supported a provision in Chairman Boxer’s WRDA discussion draft calling for a one-time inventory and inspection of all levees identified in the national levee database as a critical first step to the establishment of a successful levee safety program. The baseline information garnered from such an inventory should then be included and maintained in an expanded national levee database so that critical safety issues, the true costs of good levee stewardship, and the state of individual levees can inform priorities and provide data for needed assessments and decision-making.

Through the identification and assessment of the problems described in the report, we can then work together through an open, informed, systematic approach to bring deficient flood control structures to a level of protection we can live with and
“Levees Report”, continued from page 3

Principles for WRDA Authorization

- Ensure all annual revenues from the Harbor Maintenance Trust Fund are to be used for their intended purpose, the proper maintenance of our coastal ports and harbors, so critical to America’s global economic prominence.

- Enact a long-term funding solution for the Inland Waterways Trust Fund to ensure the continued viability of the locks and dams critical to the efficient, low-cost and environmentally sound transportation along our waterways.

- Recognizing that dam and levee infrastructure throughout the nation are in need of immediate attention, adopt a dam and levee safety program that provides for the effective and improved management of levees necessary for the continued enjoyment of the public safety and economic benefits yielded by this public works investment.

- Adopt an integrated water resources management policy that promotes a balanced approach to long-term coordination and planning of water resources and water infrastructure, and encourages voluntary intergovernmental cooperation based on the fundamental notion of state and local leadership with Federal assistance.

- Guarantee balanced management of our nation’s floodplains, rooted in the sound concept of net positive benefits and recognizing the critical need to provide projects that assure a safe water supply, protection from damaging floods, environmentally friendly transportation, environmental restoration, and abundant food and energy supplies.

- Make Section 214 regulatory funding authority permanent, allowing ports and other non-federal government entities to partner with the Corps of Engineers to deliver vital infrastructure and ecosystem restoration projects in a more timely and cost-effective manner.

- Ensure that the Congress plays a meaningful role in the important and independent investment decisions regarding the nation’s water resources infrastructure, and that such decisions are made in an open and transparent manner.

Welcome New Members!

Agriculture Transportation Coalition
Washington, DC
Peter Friedman

Ouachita River Valley Association
Camden, AR
Bill Hobgood

We welcome your suggestions and ideas for the National Waterways Conference at info@waterways.org
Investments in Water Resources Infrastructure are Investments in the Long-Term Strength and Security of the Nation

Reliable, well-maintained water resources infrastructure is fundamental to America’s economic and environmental well-being and is essential to maintaining our nation’s competitive position within the global economy. Our water resources infrastructure provides life-saving flood control, needed water supplies, shore protection, water-based recreation, environmental restoration, and hydropower production. Moreover, waterways transportation is the safest, most energy-efficient and environmentally sound mode of moving freight.

We applaud Congress’s efforts to eliminate wasteful spending, especially given today’s fiscal challenges. But deferring to the Executive Branch the sole prerogative over which projects to initiate, which should receive funding, and the level and priority of funding for each, abdicates Congress’s constitutional role. Such action has resulted in the stoppage, interruption and delay of critical projects. Moreover, the Administration’s priorities, as reflected in the Budget, have seldom been set through an open, deliberative process as have those that have withstood the heavy scrutiny of the congressional committee system.

Congress must reconsider how this country invests in the nation’s

continued on page 6
Federal water resources projects are different from other Federal programs, projects and activities in the following important ways:

- Each project is formulated separately to address a specific and discrete problem;
- Projects are separately analyzed, are recommended by the Executive Branch and are authorized and funded separately by the Congress based on the benefits accruing individually from each one;
- Each project comprises a separate and distinct Federal investment decision generally independent of other projects and is, therefore, subject to individual appropriations; and,
- Each project also comprises a separate and distinct non-Federal investment decision since non-Federal sponsors agree to pay significant portions of project costs.

Water resources projects are scrutinized to a greater extent than any other capital investment program in the government. Proposed projects are subjected to comprehensive analyses using merit-based criteria, an integral component of which includes extensive public involvement. Further, the Water Resources Development Act (WRDA) of 1986 imposed significant requirements for non-Federal cost-sharing, which were further enhanced by the 1996 and 2007 WRDAs.

- Congress authorizes and appropriates funding only for water resources projects that meet very rigorous tests, specifically, those that survive very detailed analyses and which non-Federal governments and local sponsors support through contributions of substantial shares of project costs.

- When the Congress has started construction of a project, it has made a commitment to follow through triggering local governments to also make major commitments—financial and political. Having made that commitment, the Congress should assure that it is honored. Turning all discretion over to the Executive Branch, which may not feel compelled to honor the commitments made by Congress, is unacceptable.

Investments in water infrastructure projects are investments in our nation’s long-term security. Our nation simply cannot afford the negative economic impacts, the diminished export capabilities and the detriment to our way of life that surely would result if we fail to continue these investments. The Congress has a vital role to play in these important—and independent—investment decisions and should assure that the decisions are reached through an open and inclusive process where the needs and priorities of all are considered.

We welcome your suggestions and ideas for the National Waterways Conference at info@waterways.org
The Harbor Maintenance Trust Fund Fairness Coalition continues to actively pursue a legislative fix that will ensure that amounts credited to the Harbor Maintenance Trust Fund are used for harbor maintenance! We are pleased to now have HR 335, the RAMP Act, introduced on January 22nd by Congressman Charles Boustany with 36 original cosponsors. That number has grown to 48! Senator Carl Levin is expected to introduce a similar bill on the Senate side very soon. The text of the bills are very similar to last year’s versions, and the point of order language remains. We know this is an issue and both Rep. Boustany and Senator Levin feel it is better to have legislation on the table and challenge the Members to work out a solution.

Senator Barbara Boxer, Chairman of the Environment and Public Works (EPW) Committee, has stated that she wants to move out on passage of a Water Resources Development Act (WRDA). We are pleased to have the continued support of the new Ranking Member of the Senate EPW Committee, Senator David Vitter. The EPW Committee has scheduled its first WRDA hearing on January 31st and the subject is the Harbor Maintenance Trust Fund.

At the organizational meeting of the House Transportation and Infrastructure Committee, new Chairman Bill Shuster stated in his opening statement that a WRDA is his No. 1 priority! We are pleased to have Congressman Bob Gibbs—a strong supporter of RAMP—continue as Chairman of the Subcommittee on Water Resources and the Environment.

We have much to do, and we need your help and support. First and foremost, we need to gather cosponsors. Approximately 40 House members have retired, moved on to other positions, or lost in elections. We need to bring the new members on as cosponsors. There are opportunities to garner more Senate cosponsors as well. We must move quickly to bring on members!! Thanks for all you do!

Barry Holliday is Chairman of the HMTF Fairness Coalition

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Save the Date—PIANC World Congress 2014!

The U.S. Section of PIANC is proud to announce that it will host the 33rd PIANC World Congress (June 1-5, 2014) in San Francisco, California, USA

Every four years, a Congress, open to members and non-members, is held in one of PIANC’s member countries in order to present and discuss topics relevant to the waterborne transport infrastructure sector. These Congresses are particularly valuable for the exchange of knowledge and experience for participants of all ages and stages in careers. The last time the United States hosted a Congress was in 1961 in Baltimore, MD. For additional information, see http://2014congress.pianc.us
Industry Events

February 8, 2013
Upper Miss, Illinois, Missouri River Association
Peoria, IL
www.umimra.org

February 13, 2013
Missouri River Corps, Coast Guard and Navigators Meeting
Kansas City, MO
www.nwstc.noaa.gov

February 20-22, 2013
Red River Valley Association
Shreveport, LA
www.rrva.org

February 21-22, 2013
Coosa-Alabama River Improvement Association
Montgomery, AL
www.caria.org

March 3-7, 2013
Pacific Northwest Waterways Association
Washington, DC
www.pnwa.net

March 6-8, 2013
Texas Water Conservation Association
Austin, TX
www.twca.org

March 18-20, 2013
Mississippi Valley Flood Control Association
Washington, DC

March 19-21, 2013
Inland Rivers Ports & Terminals
New Orleans, LA
www.irpt.net

March 19-21, 2013
Waterways Council, Inc.
Washington, DC
www.waterwayscouncil.org

March 21-22, 2013
Tri Rivers Annual Meeting
Eufaula, AL

April 16-19, 2013
American Waterways Operators
Washington, DC
www.americanwaterways.com

June 7, 2013
Fort Bend Flood Management Association
4th Annual Symposium on Flood Risk Management
macsugarland@gmail.com

July 30-31, 2013
AG Transportation Summit
Rosemont, IL
www.soytransportation.org

August 7-9, 2013
Gulf Intracoastal Canal Association
New Orleans, LA
www.gicaonline.com

September 23-27, 2013
PIANC—Smart Rivers
Liege (Belgium) & Maastricht (The Netherlands)
www.pianc.us

June 1-5, 2014
PIANC World Congress
San Francisco, CA
www.2014congress.pianc.us

Upcoming NWC Events

March 11-13, 2013
Legislative Summit
The Madison
Washington, DC

September 25-27, 2013
Annual Meeting
The Westin
Savannah, GA

We welcome your suggestions and ideas for the National Waterways Conference at info@waterways.org
America’s Central Port Announces Strategic Partnership Agreement with Chinese Port

Dennis Wilsmeyer, Executive Director of America’s Central Port and member of NWC’s Board of Directors, has inked an agreement with Wuhan New Port, located on the Yangtze river in Hubei Province in China. Under the partnership agreement, the two major inland river ports agree to establish a cooperative relationship to promote foreign trade between the two ports, including a framework for investment and a network of information sharing and services between the two ports.

AGWI Hires New Director

The America’s Great Watershed Initiative has hired Harald (Jordy) Jordahl as the new director starting in January 2013. Jordahl comes to this post after working on resource policy issues in appointed positions, as an agency administrator, as an advocate and a consultant. Jordahl participated in the September, 2012 America’s Great Watershed Initiative Summit in St Louis, Missouri working to summarize and present information from papers prepared by some of the nation’s top thinkers on water and watershed issues. (See NWC’s October 2012 Newsletter for a recap of that meeting).

Jordahl noted that the next few months will be spent working to meet with many key people, organizations and businesses throughout the large basin and listening and learning about their ideas, concerns and interests. A second priority will be to share information about the diverse collection of groups working together on the steering committee—navigation, flood control, conservation, agriculture, local and state governments, private businesses. “It’s critical to include and hear from people throughout the watershed as we work together to meet the region’s needs,” said Jordahl. Longer term, Jordahl emphasized that the Initiative’s goal is to “bring folks together from all the different sectors who rely on the Mississippi and its tributaries in order to find solutions for the challenges we all face.”

Jordahl can be reached at 608-445-8543 or via email at hjordahl@tnc.org.
National Mississippi River Museum & Aquarium and National Rivers Hall of Fame Launch RiverWorks Discovery® Traveling Exhibit

By Jerry Enzler

President and CEO
National Mississippi River Museum & Aquarium and National Rivers Hall of Fame

The National Mississippi River Museum & Aquarium and the National Rivers Hall of Fame have created a new traveling exhibit based on the successful and extremely popular educational program. The traveling exhibit, RiverWorks Discovery®: A Journey of Exploration is the logical extension of the ground breaking RiverWorks Discovery® education program.

The RWD traveling exhibit is funded with major support from AEP Foundation, AEP River Operations, Cargill, AmherstMadison, Ingram Barge Company, Eugenie & Joseph Jones Family Foundation and The McKnight Foundation. The intent of the 2,000 square foot exhibit is to bring to life the story of rivers in a meaningful and tangible way to hundreds of thousands of museum visitors in strategic locations across the country. The exhibit opens at Sci-Port: Louisiana’s Science Center in Shreveport, LA in late February 2013 and will travel to Mud Island River Park, Memphis, TN in June. The exhibit will travel for three years.

RWD was created in 2004 by AEP River Operations after a search of the existing maritime literature revealed the need for a comprehensive, educational overview of the history and the importance of commerce, culture and conservation on America’s waterways. RWD is a hands-on, trademarked educational program that is designed to teach children, and their families, about the importance of the maritime shipping industry in everyday life. It accomplishes this mission by weaving a rich, complex, multidisciplinary story of the history of the commerce, culture and conservation on America’s inland waterways. Since its inception, the program has reached over 400,000 individuals through festivals, conferences, presentations to school children, and hands-on workshops, a “Who Works the Rivers” career awareness program for high school students, and a merit patch program for younger students.

Today, RWD has more than 80 co-sponsors and almost 40 non-profit partners nationwide who make it possible for RWD to provide free educational materials and presentations to the public. RWD is a coordinated effort that brings together the river industry,
community leaders, museums, nature centers, educators and the general public to recognize the important role our rivers have played throughout history and will continue to play in our nation’s future.

The key concepts in the exhibit include:

• **Commerce:** Rivers are water highways that transport goods that we use in our everyday lives and are vital to health and well being of our nation’s economy.

• **Culture:** Rivers and river trade have shaped history for hundreds of years and have provided a deep and rich cultural heritage that has inspired music, literature, and art.

• **Conservation:** Clean waterways and watersheds are important to the quality of all life.

The RWD traveling exhibit will reach hundreds of thousands of visitors in major metropolitan areas of key importance, thus representing an unparalleled opportunity for education about commerce, culture and conservation. The comprehensive content of the exhibit appeals to a variety of venues including river museums, children’s museums, science museums, history and natural history museums, and other educational institutions across the country. The RWD traveling exhibit will be especially attractive to host institutions as it is being offered rent-free for a period of three months. This funding model provides the exhibit a competitive edge in the marketplace and allows for the potential of exposure in specifically targeted areas.

The exhibit will engage community and industry leaders in deeper discussion and build regional awareness and support for our waterways.

For more information on RiverWorks Discovery: A Journey of Exploration traveling exhibit, please contact the National Mississippi River Museum & Aquarium and National Rivers Hall of Fame, 350 East Third Street, Dubuque, Iowa 52001, or call 563-557-9545. For more information on the RiverWorks Discovery® educational program visit [www.riverworksdiscovers.org](http://www.riverworksdiscovers.org), or contact Errin Howard at errin@riverworksdiscovers.org or call 513-403-9312.

“Riverworks,” continued from page 10