Register Now for the 2014 Annual Meeting

WC’s 54th Annual Meeting will be held along the Red River in Shreveport-Bossier, Louisiana, from September 17th to 19th. The Red River—the Waterway to the World: DeSoto found it while exploring the Mississippi for riches. Bienville followed its route to explore north Louisiana. St. Denis spent years searching its shores for gold and silver. Early settlers and farmers used it to ship cotton and other goods to New Orleans. Steamboats from St. Louis, Pittsburgh, and Cincinnati roamed its waters. Today, the River is a vital source of economic development, providing both recreational and commercial opportunities essential to the State of Louisiana.

With policy development and implementation of the newly enacted Water Resources Reform and Development Act underway, and a midterm election that could change the make-up of Congress looming, don’t miss this year’s meeting to hear what these changes mean for the future of the nation’s water resources.

Invited speakers include both of Louisiana’s Senators, Mary Landrieu and David Vitter, and State Senator Robert Adley, along with Major General John W. Peabody, Deputy Commanding General for Civil and Emergency Operations; Steve Stockton, Director of Civil Works; and Mark Mazzanti, Director of Programs Integration, from Headquarters of the U.S. Army Corps of Engineers. Infrastructure investment and development strategies, along with new funding opportunities in the recently enacted WRRDA, will be discussed by INFRALINX Capital founder Richard Ornitz and Mike Steenhoek from the Soy Transportation Coalition. And don’t miss the discussion of WRRDA’s new policy changes led by a team of industry experts.

Register now to attend NWC’s Annual Meeting in Shreveport-Bossier—a Louisiana you haven’t seen!

IN THIS ISSUE:
• Annual Meeting Registration
• President Signs WRRDA into Law
• Clean Water Act Update
• Civil Works Transformation
• Appropriations Update
• Hydropower Benefits

Visit us at waterways.org. Send your ideas and suggestions for the National Waterways Conference to info@waterways.org.
WRRDA Signed into Law

In a ceremony at the White House, flanked by the House and Senate leaders who championed the nation’s water resources, the President signed the Water Resources Reform and Development Act of 2014 into law. The final conference report—the first comprehensive water resources legislation since 2007—was adopted in an overwhelmingly bipartisan fashion by both the Senate and the House of Representatives.

The new law strengthens the nation’s waterborne transportation network, calling for full expenditure from the Harbor Maintenance Trust Fund by 2025, including expanded uses at donor ports, providing for 10 percent of HMTF revenues to emerging ports and another 5 percent for underserved ports, and considers all Great Lakes ports and harbors as a single navigation system for funding purposes. The cost share for the Olmsted lock and dam project is adjusted to 85 percent - 15 percent, freeing up Inland Waterways Trust Fund revenues for other projects, along with project delivery reforms called for in the Capital Development Plan.

A levee safety program is intended to provide protection from flooding for the nearly 50 percent of Americans who live in counties with levees or related flood protection infrastructure. The comprehensive initiative includes a levee rehabilitation assistance program to assist local activities and requires the establishment of risk management guidelines, the development and implementation of which require consultation, and the opportunity for public comment.

The long-awaited law reforms and streamlines the project delivery process, avoids unnecessary duplication, and coordinates reviews among various federal agencies. In addition, it authorizes 34 new projects, allowing local communities, working with the U.S. Army Corps of Engineers, to address critical water resources needs, providing for safety and economic security.

A variety of alternative financing options, including increased contributed funds for permit processing and lock operations, credit provisions, pilot programs for public private partnerships, and the new WIFIA, the Water Infrastructure Finance and Innovation Act, all provide the opportunity for increased engagement of non-federal sponsors and stakeholders in the project development and delivery process.

Corps to Hold Listening Sessions on WRRDA Implementation

The Corps of Engineers will hold a series of listening sessions via webinar to receive public comment as it develops implementation guidance for the Water Resources Reform and Development Act of 2014. The tentative schedule calls for 2 to 3-hour sessions to be held on August 14th and 28th and September 11th and 25th. Additional information, including topics for each meeting, will be made available in a forthcoming Federal Register notice.
Rivers of Trade: Linking America’s Heartland to the World

The 88th annual convention of the International Propeller Club of the United States is coming to Louisville, Kentucky, October 14-17, 2014. This year’s meeting coincides with the Centennial Festival of Riverboats, marking the 100th birthday of the Belle of Louisville, America’s last true Mississippi River steamboat still in operation.

Maritime Administrator Paul “Chip” Jaenichen and RADM Kevin Cook, commander of the USCG’s Eighth District, are expected to address the convention; conference sessions will include discussion of the use of inland waterways in other countries, the impact of the energy sector transition on the maritime industry, and the commitment of the maritime industry to the environment.

Participants will also tour McAlpine Lock and Dam aboard the River Queen paddle wheeler and visit the Howard Steamboat Museum and the Jeffboat shipyard. Accommodations will be at the historic Galt House Hotel, overlooking the majestic Ohio River in downtown Louisville. The Propeller Club chapters in Louisville, Evansville, Paducah, and Nashville are serving as co-hosts of this year’s event.

For more information, go to: ohiovalleypropellerclub.com.

Welcome New Members!
Natchitoches Parish Port Commission
Natchitoches, LA
Robert Breedlove

Congratulations to the following Engineer Officers who have received Senate confirmation for promotion:

BG Michael Wehr, for promotion to Major General. BG Wehr will take command of the Mississippi Valley Division in August.

COL Mark Toy, for promotion to Brigadier General. COL Toy took command of the South Pacific Division on June 30th.

COL David Hill, for promotion to Brigadier General. COL Hill will take command of Southwestern Division on July 24th.
The U.S. Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (Corps) (collectively “agencies”) have jointly issued a proposed rule to define the scope of waters within the jurisdiction of the Clean Water Act. Contending that the rulemaking is necessary to “clarify” the scope of the Act as a result of uncertainty created by recent decisions of the Supreme Court of the United States, the agencies assert the rulemaking will not expand jurisdiction but instead will lessen confusion over the Court’s rulings. A review of the proposed rule, however, reveals quite the opposite—a significant federal overreach. The agencies are accepting comments until October 20th and interested parties are encouraged to weigh in.

As a threshold matter, the agencies’ action is beyond their statutory authority. The proposal is not simply a “clarification” as the agencies suggest as a way to bypass the legislative process. Instead, it misconstrues the “significant nexus” test in Justice Kennedy’s concurring opinion in the leading case on this issue, Rapanos v. United States, 547 U.S. 715 (2006), in a manner that impermissibly expands jurisdiction, a decision which properly rests with the Congress.

Justice Kennedy’s concurring opinion establishes a “significant nexus” test for determining jurisdiction. However, the proposed rule effectively reads the word “significant” out of the test and would establish jurisdiction even in some instances where there is no hydrologic connection at all. The most apparent, but not the only, departure from the Kennedy concurrence comes when comparing his instructions to identify impacts to the “chemical, physical, and biological” integrity of traditional navigable waters, with the agencies’ substitution of “chemical, physical, or biological” integrity—an undeniably broader test than Justice Kennedy articulated.

The proposal also creates sweeping and vague definitions of several new terms, including “adjacent” and “tributary,” establishing new, expansive categories of jurisdictional areas that lack a significant nexus to traditionally navigable waters. Similarly, the definition of “riparian area” is especially troubling for its breadth and ambiguity, establishing an amorphous and potentially far-reaching standard. In this regard, the proposal is not only unclear and overly broad, but it violates the law as established in Rapanos.

Many agricultural groups have voiced their opposition to the rule, and a review of the treatment of ditches would be useful in this regard. For instance, even areas that lack a hydrologic connection to a traditional navigable water can be deemed jurisdictional under the proposal’s expansive test. Virtually any discernible downstream effect—such as the retention of any amount of upstream drainage, or a function resulting in the addition of any substance that the agencies may deem to be a nutrient, sediment, or pollutant—is sufficient to confer jurisdictional status. That is not a plausible interpretation of Justice Kennedy’s opinion.

The agencies exclude from jurisdiction those ditches that ‘are excavated wholly in uplands, drain only uplands, and have less than perennial flow,’ and those that ‘do not contribute flow, either directly or through another water,’ to various other categories of jurisdictional waters. Those exclusions are categorical, but the categories are tiny. Water flows downhill; the water in an upland ditch is no exception. Further, even if the ditch drains to a feature that generally contains water in an upland area, such that it does not typically affect downstream waters, the agencies’ “fill and spill” theory means jurisdiction can be found on the basis of periodic overflow.

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**Ditch The Rule!**

Agriculture is up in arms over how the U.S. EPA and others want to regulate land by changing the definition of Waters of the United States.

**BY BLAKE E. RODERICK**

As one of my mentors, John Hosemann, retired chief economist with the American Farm Bureau, explained 25 years ago, “Farming is land and water. You control the water; you control the land.” Most of my career with Farm Bureau has centered on water as I work in counties bordering the Mississippi and Illinois rivers and work with people who farm the land.

In 1972, Congress passed a major revision to water pollution laws called the Clean Water Act (CWA). It established that navigable waters would be regulated as Waters of the United States (WOTUS). In 1985, Congress passed a farm bill that included a provision to protect wetlands called Swamp Buster. It seemed pretty straight forward that if you had a swamp, you couldn’t farm it and receive farm payments. It wasn’t that simple. In 1987, the U.S. Army Corps of Engineers developed a manual to help the U.S. Department of Agriculture Soil Conservation Service (USDA), the U.S. Fish and Wildlife Service, and the U.S. Environmental Protection Agency (EPA) identify those swamps now termed wetlands. The manual stated that a wetland had to be wet, contain wetland soils, and have water loving plants. Unfortunately, USDA, using soil maps and aerial photographs, inferred wetlands from desk-top exercises. In short, field ditches, fence rows, erosion gullies, and other non-wet areas were listed as wetlands.

Often, the battle centered on that fine line of what is wet about a wetland. Today’s battle centers on what is navigable about a WOTUS. EPA has issued a proposed rule to change the definition of a WOTUS. In recent years, federal regulators have been thwarted by the U.S. Supreme Court decisions reining in their regulatory appetite regarding WOTUS.

In our view, a WOTUS is navigable as described in the CWA. Navigable means you can float a boat on it. Right? Unfortunately, navigable isn’t navigable in the eye of the regulator. They want all water that is adjacent to or has any nexus to the navigable portion of a water body to come under their regulatory thumb.

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“DITCH THE RULE” FROM PAGE 5

EPA says agriculture exemptions will remain in place. Unfortunately, what were once voluntary conservation practices will now be mandatory under the new rule. Additionally, they only apply to a very narrow group of farmers in business before 1977. Also, regulatory creep exists. The Feds will reinterpret their regulations changing the terms of the original contract. For example, let’s take trees. USDA originally said cutting down trees in wetlands didn’t constitute a Swamp Buster violation. Now, they have interpreted that to be the opposite.

We view this effort by federal regulators as a great federal land grab. We come to this regulatory fight after 30 years of seeing land rights erode at the hands of water regulators. The American Farm Bureau Federation has initiated the “Ditch the Rule” campaign. It is going “all in” on efforts to stop the EPA from redefining what constitutes Waters of the United States. The reader can get more information and resources at ditchtherule.fb.org.

Blake Roderick is the Executive Director of the Pike and Scott County Farm Bureaus in Illinois and serves on the Board of Directors of the National Waterways Conference.

Transforming the U.S. Army Corps of Engineers Civil Works Program

BY MAJOR GENERAL JOHN W. PEABODY

In an effort to improve understanding of the Corps Civil Works Transformation strategy, this article is designed to explain why we started this initiative, why it is important to our partners and stakeholders, and where it is headed in the future.

As a result of increasing fiscal and infrastructure challenges, in late 2008, the U.S. Army Corps of Engineers (USACE) initiated an effort to transform its Civil Works program. Our goal was, and remains, to improve performance and efficiency, increase customer satisfaction and public trust, and to deliver quality products and services on time and under budget. In 2011, we formalized this effort into a strategic framework consisting of four lines of effort—“Planning Modernization,” “Budget Transformation,” “Methods of Delivery,” and “Infrastructure Strategy.”

After two years executing this framework, we felt it important to assess our progress and make adjustments. Following a rigorous Corps-wide discussion over four months, that assessment concluded that, while we are making good progress—e.g., by executing 36 Chief’s Reports in the same time it previously took us to do 10—we need to make some adjustments to accelerate momentum, transition from ideas to action, drive cultural change, improve disciplined business execution—especially program and project management—and further enhance efficiencies. Although beyond the scope of this article, the recently passed Water Resources Reform and Development Act (WRRDA) provides some direction that will assist in this effort.

At this stage we have focused our efforts on defining what we intend to alter in our Civil Works Transformation framework. Adjusting and improving guiding principles, business systems, metrics, and milestones for how we will make these adjustments is the next step in the process that we hope to complete by the end of this fiscal year. With regard to changes to the current framework, the first

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thing we did was to divest Civil Works Transformation of initiatives that are not specific to the Civil Works program. So, for example, while “Workload and Workforce Management” is essential to civil works, it is not exclusive to it, and was moved to a broader area of Corps responsibility.

In line with the intent to improve business performance, the most significant changes were made to “Methods of Delivery,” which previously had come to signify how we preserve and enhance technical competencies primarily through our Centers of Expertise. While this is essential for USACE, it is only one aspect of what USACE must do to deliver outcomes for the public we serve. To better capture the broader scope of what the public expects of us, and to address head-on the common criticism that we fail to deliver what we say we will, we re-titled this line of effort “Deliver Quality Solutions and Services,” and increased the specificity of its supporting elements. The root causes of underperformance— inadequate project scoping and risk understanding, time and cost control management, and poor project management business application—will be addressed as part of this effort. Under the title of “Deliver on Commitments,” the Corps is implementing improved systems and control measures to address timely delivery under budget via smarter oversight, broader corporate decision-making, and disciplined execution management. We have a specific element focused on improving technical competencies and centers of expertise, and have added a specific focus area on improving regulatory and permit decision-making. In recognition of the increased importance of adapting to climate change, as well as to capture the benefits USACE delivers in restoring and protecting waters and wetlands, we added elements focused on these aspects as well.

The line of effort we call “Provide Reliable, Resilient and Sustainable Infrastructure Systems” is in many ways the critical objective for Civil Works Transformation. The Corps built the bulk of its infrastructure in the middle of the last century. Now the age of our infrastructure is beginning to show as accelerating deterioration, exacerbated by decades of suboptimal funding for maintenance, is further challenged by the reality that, given our nation's fiscal challenges and debates, traditional federal resources almost certainly will not materialize in sufficient amounts to enable us to address the problem. The Corps is improving the use of limited dollars by using a “cradle to grave” life cycle approach.

The ongoing comprehensive and continuous inventory of our infrastructure assets, which incorporates stakeholder feedback, is coupled with an applied life cycle portfolio management approach that will help better prioritize limited funding and make investment choices at key decision points in a project’s life cycle. This foundational aspect of our infrastructure strategy is really about “smart infrastructure management”—we rigorously analyze all aspects of our infrastructure, and then make risk-informed decisions about where to

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NWC President Featured in “Windows on Water Management” Interview

“Windows on Water Management”—short audio interviews with leaders in water resources management to provide a window into their perspectives on current important water resources topics—this month features NWC President Amy Larson in a discussion focused on the Water Resources Reform and Development Act. Click here to listen to the interview, conducted by Mark Dunning, President of the American Water Resources Association.

Visit us at waterways.org. Send your ideas and suggestions for the National Waterways Conference to info@waterways.org.
allocate limited federal resources. While this will increase the efficient execution of our limited resources, it is not a panacea by any stretch. We also must further enhance efficient organization and management of our O&M business, as well as apply and seek alternative resourcing methods outside of federal funding.

**Optimize Operation and Maintenance Efficiencies**

McKinsey and Company estimates that, on average, infrastructure can gain efficiencies of 15 percent or greater simply by more efficient O&M management. Two pilots to illustrate how the Corps might conduct routine maintenance more efficiently are planned for this year, both focused on navigation systems in the Pittsburgh and Rock Island Districts. We have also asked each Corps Regional Command to develop their own internal plans to optimize operation and maintenance efficiencies, and provide input on key Corps-wide corporate incentives to enable, as well as disincentives that are preventing, O&M efficiencies. By identifying incentives and disincentives to efficient execution, then modifying those that we control and working with the proper authorities to modify those that we do not, we hope to generate additional cost reductions and enhanced leverage of our limited funding.

Two basic approaches under our Infrastructure Strategy will potentially supplement federal appropriations to sustain our infrastructure. The first is to leverage existing authorities such as contributed or advanced funding or other mechanisms. The second is to develop “public-private partnerships,” either within existing authorities, through some of the pilot authorities contained in WRRDA, or by identifying possible approaches for new authorities. We have several initiatives under development which should be tested sometime in the 2014-15 winter time frame. In addition, coordinated systems-based watershed investment decisions to include leveraging portfolio performance data, risk evaluation, data and information, we believe can maximize the value of USACE’s investment choices.

Most people in and outside of the Corps think of “Planning Modernization” as defined by the 3x3x3 “bumper sticker,” but this is only one element of our Planning Modernization efforts. Planning Modernization will continue to focus on completing studies within...
“TRANSFORMING” FROM PAGE 8

reasonable time and cost, for which the 3x3x3 guideline is a key driver, but the real effort will be to emphasize the “4 Ps”: People, Programs, Projects, and Process. By training and certifying expert professional People, and managing a large and complicated Program via a corporate Process defined by disciplined rules, we can deliver study Projects in a timely manner resulting in high quality Chief’s Reports. The recently signed WRRDA calls for additional changes to be incorporated in our planning program.

With regard to budget transformation, we believe that USACE can prioritize and make better investment decisions through a systems-based, watershed-informed, budget development process. The current nine business lines—navigation, flood risk management, aquatic ecosystem restoration, environmental stewardship, hydropower, recreation, water supply, support for others, and emergency management—form the foundation of budget development. Watershed Informed Budgeting will not replace, but rather supplement the performance-based budgeting that we are currently using as the basis for investment decision-making by the federal government. At its heart, this involves engaging all relevant stakeholders and partners across discrete watersheds in order to help us better understand challenges, opportunities, needs and capabilities of entities within a watershed. With that enhanced understanding of other entities’ capabilities and capacities within a watershed, the federal government can make better choices about where it is best suited to make federal investments that can best synchronize water resource solutions across a given watershed. This is our most immature line of effort, and will certainly evolve over the next few years as we gain experience and feedback from the effort. We also expect that key areas such as asset management and alternative financing will better inform budget transformation as results from these areas are incorporated.

As always, the Corps appreciates the support of the National Waterways Conference and all of our other partners, and looks forward to continuing to dialogue about our Civil Works Transformation initiative and other efforts.

Major General John W. Peabody is the Deputy Commanding General for Civil and Emergency Operations, U.S. Army Corps of Engineers.

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**Marad Seeks Input on Marine Highways’ Environmental Impact**

The Maritime Administration has prepared a draft Programmatic Environmental Assessment (PEA) in compliance with the National Environmental Policy Act of 1969 to evaluate potential environmental impacts associated with the execution of the “America’s Marine Highway” program. The draft PEA identifies and assesses hypothetical scenarios associated with the operation of potential Marine Highway services in five distinct regions throughout the continental United States. Once finalized, the PEA will serve as a guidance document from which future site specific NEPA analyses can be initiated.

As a programmatic document, the PEA does not analyze the environmental impacts of specific marine highways routes or project designations, as those would be done in the context specific proposals. Instead, the PEA is viewed as the starting point for any additional environmental analyses of future projects and services that may be necessary.

Comments in response to the draft PEA must be received by August 13, 2014. Additional information can be viewed on Marad’s website at [www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm](http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm)
Despite the threat of a Presidential veto, and after a protracted debate that included consideration of nearly 40 amendments, the House of Representatives passed its FY15 energy and water spending bill, H.R. 4923. The $34 billion measure to fund the Department of Energy, the Corps of Engineers, and the Bureau of Reclamation was adopted by a vote of 253-170.

The bill would fund the Corps’ civil works program at about $5.5 billion, with roughly $115 million in investigations, $1.7 billion in construction, $260 million for the Mississippi River and Tributaries, $2.9 billion for operation and maintenance, $200 million for regulatory, and $2 million for the Office of the Assistant Secretary of the Army (Civil Works).

The funding for the Assistant Secretary’s office, a significant cut from the $5 million allocation in recent years, sends a clear signal to the Administration of the Committee’s frustration with its oversight and handling of the civil works program. The accompanying report, H. Rep. 113-486, states that the Committee “rejects the… ill-considered request to cut nearly $700 million” from the civil works budget, asserting that “such a drastic reduction would have a deleterious impact on the nation’s economic competitiveness and flood defenses.” The report further takes the Administration to task for numerous things, and explains this cut as expressing its “dissatisfaction with the Administration’s disregard of congressional direction,” and encourages submission of a FY16 budget that “recognizes and supports these critical missions of the Corps of Engineers.”

The report expresses the Committee’s continued concern over the ongoing effort to update the Principles and Guidelines and imposes reporting requirements on the impact to the Corps’ program should the Interagency Guidelines be finalized.

During floor debate, numerous amendments were adopted to increase the civil works funding level, including two to increase the construction account by $500,000 and $1 million, intended to support small flood control projects and reduce the construction backlog. In addition, the O&M account was increased by $57.6 million on an amendment by Rep. Hahn (D-CA), which garnered 281 votes, intended to bolster the Harbor Maintenance Trust Fund.

A pair of successful amendments by Rep. Luetkemeyer (R-MO) prohibit funding for the Missouri River Authorized Purposes Study and for an environmental study under the Missouri River Fish and Wildlife Recovery Program. Another amendment drawing the ire of the Administration prohibits funding for the President’s climate change agenda, including a report on the social cost of carbon.

The Bureau of Reclamation’s water and related resources account would receive $860 million, including an increase of $10 million on an amendment by Rep. Noem (R-SD).

Senate action on its version of the energy and water bill remains uncertain. The energy and water

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subcommittee has already marked up a bill that would provide $5.134 billion for the civil works program. Investigations would receive $125 million, along with a recommendation for the 10 new study starts that were in the Administration’s budget request plus 10 additional studies that are to be chosen by the Administration. Construction would be funded at $1.421 billion, including the one new start in the President’s request plus five additional new starts to be chosen by the Administration. Within the amounts recommended, $60 million above the budget request of $169 million is provided for inland waterways projects. Mississippi River and Tributaries would receive $305 million, and operation and maintenance would be funded at $2.8 billion, including over $1.06 billion from the Harbor Maintenance Trust Fund.

Full committee consideration of the bill was cancelled amid concerns over numerous amendments that were expected to be offered, including riders prohibiting the Waters of the United States rulemaking led by EPA and the Corps, as well as the Administration’s climate change initiatives. It appears all but certain that a continuing resolution will fund the government when the fiscal year begins October 1st, at least until after the November elections.

Mississippi River Commission Notice of Meetings

The Mississippi River Commission has announced its low water inspection meetings for August. The Commission will travel the McClellan-Kerr Arkansas River Navigation System from Sunday, August 10th through Thursday, August 14th, with stops in the following locations for dialogue sessions with partners and stakeholders: Tulsa, OK—Aug 10th; Muskogee, OK—Aug 10th; Fort Smith, AR—Aug 12th; Little Rock, AR—Aug 13th; Montgomery Point Lock and Dam—Aug 14th.

Public meetings will be held by the Mississippi River Commission on board the Motor Vessel MISSISSIPPI as follows:

- Rosedale, MS (Port of Rosedale) 9:00 a.m., August 15th, 2014;
- Caruthersville, MO (City Front) 9:00 a.m., August 18th, 2014;
- Memphis, TN (Beale Street Landing) 9:00 a.m., August 19th, 2014;
- Houma, LA (Cenac Towing Dock) 9:00 a.m., August 22nd, 2014.

All meetings will be open to the public with the agenda below:

1. Summary report by President of the Commission on national and regional issues affecting the U.S. Army Corps of Engineers and Commission programs and projects on the Mississippi River and its tributaries.
2. District Commander’s overview for the Commission on current project issues in the respective area.
3. Presentations to the Commission by local organizations and members of the public giving views or comments on any issue affecting the programs or projects of the Commission and the Corps of Engineers.

For additional information, go to: www.mvd.usace.army.mil/mrc, or via email at: cemvd-ex@usace.army.mil.

"FY15" FROM PAGE 10
New Study Touts Benefits of Hydropower

A new study by the Department of Energy’s Energy Information Administration shows the potential to double the nation’s hydropower capacity. A national assessment of more than three million U.S. streams, utilizing a comprehensive set of recent U.S. geographic, topographic, hydrologic, hydropower, environmental, and socio-political datasets, illustrates the untapped potential for this clean, renewable, and reliable energy source that consistently meets national environmental and energy policy objectives.

The study found that 61 gigawatts (GW) of hydroelectric power potential exists at waterways without existing dams or diversion facilities. Even assuming a policy approach that did not allow any new dams to be constructed, an additional 12 GW of generation capacity could be gained by constructing generators at dams with no existing hydropower, and further gains could be reached by modernizing some existing hydropower generation.

Development of new hydroelectric plants requires consideration of numerous market and policy factors, including economics, performance characteristics, federal regulations, electricity demand, and the cost of competing sources for new generation. Hydropower accounts for nearly 80 percent of the United States’ total renewable electricity generation, making it the top renewable energy source in the country. More must be done to unlock this clean and reliable energy source.

A link to the EIA study is below: www.eia.gov/todayinenergy/detail.cfm?id=17051

Aberdeen Lock and Dam Named for Don Waldon, Former Tenn-Tom Administrator

In recognition of his significant contributions to the inland waterways, the Water Resources Reform and Development Act of 2014 (WRRDA) has renamed one of the locks and dams on the Tennessee-Tombigbee Waterway in honor of Don Waldon, a former Administrator of the Waterway Development Authority, and a long-time member of the National Waterways Conference. The legislation was sponsored by Congressman Robert Aderholt of Alabama and Senator Roger Wicker (MS), with support from Senators Thad Cochran (MS) and Jeff Sessions (AL).

Section 1050 of WRRDA provides: “It is the sense of Congress that, at an appropriate time in accordance with the rules of the Senate and the House of Representatives, to recognize the contributions of Donald G. Waldon, whose selfless determination and tireless work, while serving as administrator of the Tennessee-Tombigbee Waterway for 21 years, contributed greatly to the realization and success of the Tennessee-Tombigbee Waterway Development Compact, that the lock and dam located at mile 357.5 on the Tennessee-Tombigbee Waterway should be known and designated as the Donald G. Waldon Lock and Dam.”

Waldon served as Administrator of the waterway’s development authority from 1984 until he retired in 2005. He joined the four-state agency in 1975, the first four years on loan from the federal government and later as its deputy administrator. Waldon was Deputy Assistant Secretary for the U.S. Department of the Interior during the Nixon-Ford administration and earlier was a Principal Budget Examiner in the Office of Management and Budget.
of the Executive Office of the President. He began his career as a Civil Engineer with the U.S. Army Corps of Engineers in Mobile, Alabama, focusing on water resources development.

NWC extends its heartiest congratulations to Don—a true champion of the nation's inland waterways.

Paul “Chip” Jaenichen has been confirmed by the Senate to serve as the Administrator of the Maritime Administration. Jaenichen, a native of Kentucky, was appointed as the Deputy Maritime Administrator in July 2012, after a 30-year career in the U.S. Navy.

Industry Events

August 6-8, 2014
Gulf Intracoastal Canal Association
New Orleans, LA
www.gicaonline.com

August 13-15, 2014
Inland Waterways User Board
Walla Walla, WA

August 26-28, 2014
Tennessee Tombigbee Waterways Development Authority
Point Clear, AL
www.tenntom.org

August 26-27, 2014
Ouachita River Valley Association
West Monroe, LA

September 30–October 2, 2014
America’s Watershed Initiative
Louisville, KY
www.conference.ifas.ufl.edu/awi

October 14-17, 2014
National Association of Flood & Stormwater Management Agencies
Boston, MA
www.nafsma.org

October 15-17, 2014
Pacific Northwest Waterways Association
Vancouver, WA
www.pnwa.net

October 15-17, 2014
Texas Water Conservation Association
San Antonio, TX
www.twca.org

October 22-24, 2014
The American Waterways Operators
Ko Olina, HI
www.americanwaterways.com

October 9-13, 2014
American Association of Port Authorities
Houston, TX
www.aapa-ports.org

November 12-14, 2014
Waterways Council, Inc.
Chicago, IL
www.waterwayscouncil.org

November 18-19, 2014
Atlantic Intracoastal Waterway Association
Savannah, GA
www.atlintracoastal.org

December 4-6, 2014
Mississippi Valley Flood Control Association
New Orleans, LA
www.mvfca.org

Upcoming NWC Events
More info at waterways.org

September 17-19, 2014
Annual Meeting
Bossier City, LA

March 9-11, 2015
Legislative Summit
Washington, DC