NWC 2016 Annual Meeting: Virginia is for Water Lovers

America was born along the waterways of Virginia. From the first permanent English settlement over 400 years ago, to the world’s largest and most advanced naval base, Virginia’s deep maritime history has provided a solid foundation on which our country was built.

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Today, Virginia and its port are leading the way for our nation’s future, as “Stewards of Tomorrow” in navigation, flood reduction, hurricane response, environmental damage assessment, and beach erosion reduction, along with hydroelectric power generation, water supply studies, ecosystem restoration, and recreational programs.

Register now to attend this year’s annual meeting in Norfolk on September 21–23. An engaging line-up of speakers, headlined by The Honorable Jo-Ellen Darcy, Assistant Secretary of the Army (Civil Works) (invited) and Lieutenant General Todd Semonite, Commanding General and...
Chief of Engineers, U.S. Army Corps of Engineers (invited), will address the nation’s water resources issues, reflected in Virginia’s watershed approach to water resources management.

Come see why Norfolk (Nor-fik, Nor-fok, Naw-fok—no matter how you pronounce it) on the Elizabeth River and the Chesapeake Bay, with countless rivers and the Atlantic Ocean nearby, was just ranked the #4 favorite big city by Travel + Leisure magazine.

Dredging to Protect Water Supply

In the first-ever project of its kind, the John Redmond Reservoir in Kansas is being dredged to restore critical water supply storage and ensure water supply for the area’s customers. A U.S. Army Corps of Engineers’ project, the reservoir provides water supply to 19 communities and six industrial users, including the Wolf Creek Nuclear Operating Station which provides energy to two-thirds of Kansas.

Over the years, the reservoir has lost an estimated 42 percent of its conservation pool storage capacity, partly through sediment accumulation. Efforts to develop a solution to the problem have been underway since 2012, and after numerous challenging feasibility assessments, plans were made to engage in a large scale dredging operation to extract three million cubic yards of silt. The unique plan was the result of collaborative efforts by the Corps, the Kansas Water Office, and Great Lakes Dredge and Dock. Great Lakes’ Bill Hanson, who serves on NWC’s Board of Directors, described the effort as a model to address future water supply challenges around the nation.

For more information about the project visit: www.kwo.org
Changes at the Corps

LTG Thomas P. Bostick, the 53rd Chief of Engineers and Commanding General, was honored at a change of command and retirement ceremony, marking 38 years of service to his country. He relinquished command to LTG Todd T. Semonite, who became the 54th Chief of Engineers.

Steven L. Stockton, Director of Civil Works, will retire on August 5th, after more than 45 years of service, including 41 with the Corps. His replacement has not yet been named. Mark Mazzanti, who had been Chief of the Programs Integration Division at headquarters, has transferred to the Southwestern Division in Dallas to become the Division Programs Director. Mr. Al Lee, who currently serves as the Director of Programs in the South Atlantic Division, will temporarily serve as Programs Integration Chief at headquarters for 120 days until a permanent replacement is named.

Numerous change of commands include:
- Sacramento: COL David Ray vice Mike Farrell;
- New Orleans: COL Michael Clancy vice COL Rich Hansen;
- Mobile: COL James DeLapp vice COL Jon Chytka;
- Little Rock: COL Robert Dixon vice COL Courtney Paul;
- Galveston: COL Lars Zetterstrom vice COL Rich Pannell;
- Walla Walla: LTC Damon Delarosa vice LTC Tim Vail;
- Memphis: COL Michael Ellicott vice COL Jeffrey Anderson;
- Tulsa: COL Christopher Hussin vice COL Richard Pratt;
- Kansas City: COL Doug Guttormsen vice COL Andrew Sexton;
- Vicksburg: COL Michael Derosier vice COL John Cross; and
- Pittsburgh: COL John Lloyd vice COL Bernie Lindstrom.

Top, from left to right: LTG Bostick, Chief of Staff of the Army Gen. Mark A. Milley, LTG Semonite
Bottom: Scenes from the Change of Command
Industry Events

August 8–10
Gulf Intracoastal Canal Association
New Orleans, LA
www.gicaonline.com

August 22–25
National Association of Flood & Stormwater Management Agencies
Portland, OR
www.nafsma.org

August 23–24
Ouachita River Valley Association
West Monroe, LA
www.orva.org

August 23–25
Tenn-Tom Waterway Development Council
Point Clear, AL
www.tenntom.org

October 10–14
Pacific Northwest Waterway Association
Vancouver, WA
www.pnwa.net

October 13–14
Upper Mississippi River Conference
Quad Cities, IA

October 13–14
American Waterways Operators Fall Convention
Seattle, WA
www.americanwaterways.com

October 19–21
CWRE Conference—Troy University
Phenix City, AL

October 19–21
International Propeller Club
Le Baule, France
www.propellerclub.us

October 23–26
American Association of Port Authorities
New Orleans, LA
www.aapa-ports.org

November 15–17
Waterways Council, Inc.
Cincinnati, OH
www.waterwayscouncil.org

December 8–10
Mississippi Valley Flood Control Association
New Orleans, LA
www.mvfca.org

Welcome New Members!

Multnoma County Drainage District #1
Portland, OR
Reed Wagner

Heater Specialists, LLC
Tulsa, OK
Alan Jackson

Bossier Levee District
Bossier City, LA
Mary Jane Easterly

Maine Department of Transportation
Augusta, ME
Jonathan Nass

YMD Joint Water Management District
Stoneville, MS
Judith McGaugh

NWC Events
More info at waterways.org

September 21–23, 2016
Annual Meeting
Norfolk, VA

March 6–8, 2017
Legislative Summit
Washington, DC
WRDA Forging Ahead

Despite the challenges presented with moving major legislation in an election year, and especially so this year with a condensed work schedule due to the national conventions, both the Senate Environment and Public Works Committee and the House Transportation and Infrastructure Committee are forging ahead with their efforts to pass critical water resources legislation this year.

While the House bill is a more typical WRDA, authorizing projects and advancing minor policy reforms—a ‘pamphlet bill’ as described by Chairman Shuster, the Senate committee’s approach is much more ambitious, with more than 50 percent of the bill focused on drinking water and wastewater issues, including provisions tackling the Flint water crisis and nationwide problems with lead-contaminated water. Similar amendments offered during the House committee debate were withdrawn as they do not fall within the committee’s jurisdiction. How to reconcile these differences is an ongoing discussion.

Both bills authorize projects recommended through the traditional “Chief’s Report” route, and importantly, for the first time, both include projects and studies recommended through the annual report process enacted in WRRDA 14. [See related article on page 12.]

One of NWC’s requests to the committees this year was to ensure that the Section 7001 annual report provisions are carried out as Congress intended, as articulated in the 2014 Conference Report: “This information is meant to help the Congress set priorities regarding which potential studies, projects, and modifications will receive authorizations,” and that proposals may not be excluded from the report simply for not complying with Administration policy.

NWC has advocated that during the development of implementation guidance for provisions impacting the rights and responsibilities of nonfederal sponsors, as well as state, local, and tribal governments, an open and transparent process be required, including consultation and the opportunity for comment for all interested parties. More detailed information on NWC’s priorities is available at waterways.org.

Efforts are ongoing to refine both bills as the committees prepare for floor debate. In the meantime, NWC has joined with the American Association of Port Authorities, the American Society of Civil Engineers, and the U.S. Chamber to spearhead a letter building stakeholder support to urge passage of these important bills.

New President at the Texas Water Conservation Association

Congratulations to Phil Kelley, General Manager of Jefferson County Drainage District No. 7 in Port Arthur, Texas, as he commences his term as President of the Texas Water Conservation Association.
Challenges to WOTUS Regulatory Reach Continue

In a unanimous ruling, the Supreme Court of the United States found that landowners can immediately challenge a finding of what is considered a wetland under the scope of Section 404 of the Clean Water Act. The 8-0 decision, in Army Corps of Engineers v. Hawkes Co. Inc., soundly rejects the government’s position that the “jurisdictional determination” is not final for purposes of appeal and its plea that permit applicants must wait until they begin the application process before challenging the jurisdictional finding in court.

Central to the court’s ruling is a “memorandum of agreement” between the Corps and EPA which established that jurisdictional determinations are legally binding, which the Court viewed as final agency actions.

While the Court’s ruling was penned by Chief Justice John Roberts, particular scrutiny is being paid to the concurring opinion written by Justice Anthony Kennedy, joined by Justices Thomas and Alito. It’s Kennedy’s stand-alone opinion from the 2006 Rapanos v. U.S. case that streams and wetlands must have a “significant nexus” to navigable waters to be protected under law that has been the focal point of jurisdictional challenges since then.

In Hawkes, Justice Kennedy wrote that “the reach and systemic consequences of the Clean Water Act remain a cause for concern,” adding that the law raised “troubling questions” on the government’s influence on private property rights. The opinion is viewed as a win for landowners, farmers, and developers, with the practical effect being that anyone who wants to build or expand on their own land will not be tied up in litigation upwards of a decade.

While the proceedings are not related, the Hawkes decision may portend trouble for the ongoing challenges to the Waters of the U.S. rulemaking.

WOTUS Ruling Keeps Jurisdiction in the Circuit Court

Among the various proceedings in both the U.S. courts of appeal and the district courts, the 6th Circuit Court of Appeals in Cincinnati has ruled that the challenges to the rule properly belong in the appeals court. After receiving a proposal from the parties in the case—31 states, 54 private entities and 15 environmental non-governmental organizations—the Court has issued a briefing schedule lasting through early next year. While the government’s primary brief must be filed by November 30th, final briefs won’t be filed until February 2017, with oral argument sometime after. As a result, it will be up to the next administration to defend the rule. However, one important advantage to the government will involve establishing the administrative record, in particular whether the leaked Army Corps’ memos expressing concerns with the rule, will be included. That issue should be addressed in the next month or so.

In the meantime, the 11th Circuit, based in Atlanta, requested additional briefs from the parties to the proceeding before that.
Record Funding for the Nation’s Water Resources Infrastructure

Both the House and Senate energy and water appropriations committees have passed record-level fiscal year 2017 funding bills for the Corps of Engineers’ civil works program. Funding levels of $6 billion in the Senate and $6.1 billion in the House, about $111 million higher than the current year’s amount and more than $1.3 billion over the President’s budget request, recognize the critical importance of a robust water resources infrastructure to the nation’s economic vitality and global prominence.

After a couple false starts on the floor, the Senate passed its bill by a vote of 90-8, funding the Construction account at $1.8 billion, Operation and Maintenance at $3.17 billion, Investigations at $126.5 million, Regulatory at $200 million, and $368 million for the Mississippi River and Tributaries project. The House bill ran into trouble on the floor over an amendment to prohibit LGBT discrimination by Federal contractors. Although the amendment was adopted by voice vote, many members reversed course, both because of the amendment and the overall funding levels, denying final passage of the bill. At press time, it is unclear when the bill will be taken up again. Given the abbreviated floor schedule until the July conventions, it would appear inevitable that the fiscal year will start October 1 under a continuing resolution, with the opportunity to wrap up an omnibus funding bill before the 114th Congress adjourns.

court, seeking input on how it should proceed given the 6th Circuit litigation. The 11 states in that case argue that the district courts should have jurisdiction, and further, that those cases should proceed while the 6th Circuit conducts its own proceeding. The Department of Justice, on the other hand, is asking the 11th Circuit to find the appeal moot, contending that all challenges should be heard exclusively in the 6th Circuit. Petitioners in the federal court in Fargo, North Dakota similarly argued that the district courts retained jurisdiction, but the judge there has halted those proceedings pending a decision by the 6th Circuit. He denied the government’s request to dismiss those cases though, keeping that challenge alive. The rule is stayed nationwide pending appeal.

Sean Duffy
Honored as Coastal Innovator

Sean Duffy, Executive Director of the Big River Coalition and a member of NWC’s Board of Directors, was honored by the American Shore and Beach Preservation Association. Recognized for his dedication to the Mississippi River and the Louisiana coast, along with his ability to engage stakeholders and successfully innovate and advocate at multiple levels for investment in coastal infrastructure while enhancing the environment, Duffy received ASBPA’s 2016 Coastal Innovator Award. The award recognizes those individuals and organizations who apply new thoughts and ideas that challenge and overcome impediments to coastal restoration.
NFIP Reauthorization: Future Conditions Mapping Challenges

BY DAN DELICH

Congress is working to reauthorize and reform the National Flood Insurance Program (NFIP) before its five-year authorization expires in September 2017. Dozens of specific reform proposals are surfacing from private insurance companies, bankers, realtors, developers, and environmentalists related to flood mapping accuracy, NFIP rate-setting, NFIP subscription, FEMA hazard mitigation, NFIP treatment of flood control dams and levees, and increased privatization of the flood insurance market. Ideas for these and other related issue categories are being offered as remedies for:

(a) the current $22 billion NFIP debt; (b) taxpayer exposure; (c) flood exposure; (d) damage to the natural resources; or (e) all of the above. Balanced public policy that maximizes affordable, equitable, and science-based protections for society and the environment should be our shared goal always.

Nowhere is the need greater than in my home state of Texas where we again mourn the lives recently lost to flood peril.

Let’s do this the right way. Let’s make the best use of science, economics and history. Let’s demand a transparent and inclusive process that relies on hard, actionable data. These standards are as important as ever because federal flood policy impacts are not limited to just the current 5.1 million residential and small business NFIP premium holders. The direct and indirect consequences of federal flood disaster policy impact all of society in terms of life safety, disaster response and recovery costs, personal freedom, and compliance costs. Evaluating and determining the best approach for federal policy requires a shared understanding among a wide range of stakeholders of the comprehensive set of issues, options, and the nature and extent of the risk.

In that vein, there are two little-noticed provisions from the last major NFIP rewrite that deserve closer scrutiny. The 2012 Biggert-Waters Flood Insurance Reform Act (BW-12) included mandates in §§100215-100216 for FEMA to incorporate forecasted sea level rise (SLR), coastal erosion, climate science, and other future conditions impact scenarios into regulatory flood insurance rate maps (FIRMs) and studies. This is a radical shift from the current FEMA practice of:

- Compile and present flood risk data for specific watercourses, lakes, and coastal flood hazard areas;
- Delineate the 100-year regulatory flood boundary;
- Enforce floodplain management regulations;
- Impose mandatory flood insurance purchase requirements;
- Compute risk-based premium levels; and
- Communicate flood risk to the public.

With respect to future conditions flood mapping, in December 2015, an advisory panel authorized by BW-12 and appointed by FEMA (the Technical Mapping Advisory Panel or “TMAC”) recommended to FEMA in its Future Conditions and Flood Risk Assessment and Modeling report that, “all future conditions flood risk information be non-regulatory (advisory at the federal level of the National Flood Insurance Program).” TMAC reached this conclusion because significant uncertainties in flood probability determinations...
If future conditions become linked to mandatory insurance requirements, an analysis of the impact to property owners may need to be conducted.

There must be comprehensive regulatory impact reviews and cost-benefit analyses on future conditions regulatory products, once we have actionable science, to inform decision makers and the public about anticipated effects on flood resistance and floodplains and the distribution across stakeholders of costs and benefits in the near term and long term. Incorporating climate change and other future conditions data into flood maps will increase both the number of federally regulated property owners and mandatory federal flood insurance costs. These outcomes could, in turn, depress property values and chill economic activity in ever-more-broad and arbitrarily-drawn “flood hazard areas.” If the move to include future climate scenarios into federal regulatory flood mapping is shrewd, then the hard data will lead us there. The Floodplain Alliance for Insurance Reform (FAIR) is comprised of communities and business interests from coastal and riverine areas that advocate for balanced and responsible floodplain use.

Finally, TMAC recommended to FEMA that,
A New Intermodal Port on the Mississippi River is Expected to be a Boon for the Tri-State Area of Illinois, Iowa and Missouri

BY MIKE KLINGNER AND ANN SCHNEIDER

Following major flooding on the Mississippi River in 1993, community leaders from Southeast Iowa, Northeast Missouri and West Central Illinois came together to not only rebuild the infrastructure from the flood ravished area but also to put the region on a path to economic recovery and growth. Part of the comprehensive strategy to grow the region was the creation of a cooperative effort to establish a public port along the River to serve area businesses, attract new industry and connect the region to markets around the globe.

Efforts have continued since that time, with the establishment of the Mid-America Port Commission, the first 3-state port compact in the U.S., representing 11 counties in Illinois, six in Iowa and nine in Missouri, followed by a complex engineering study to determine the best location for the port.

The study identified a location near the South Quincy Development District approximately 1 mile down river from Lock & Dam 21. This site was selected for a variety of reasons, including that there is a 500-year levee that would protect industries and businesses near the port, 1,500 acres adjacent to the site to accommodate future growth, and that the site is the northern-most ice free location on the Mississippi River allowing for 12 months of navigation. The Port will be within 10 miles of three major 4-lane highways connecting the Port to Kansas City, Indianapolis, Chicago, St. Louis, Minneapolis, Memphis, and beyond. With the recent completion of the Chicago Kansas City Expressway and the Avenue of the Saints and the existing Interstate 72, the Port is within a day’s drive of 78.4 million people, or one quarter of the U.S. population. There are two Class I railroads and a local short line railroad operating within 1 mile of the site. When built, it is estimated that the port will generate over 400 jobs in the region and almost $100 million in economic outputs annually.

Now is the time to deliver projects that increase the utilization of the inland waterways for freight movement. The U.S. Department of Transportation is projecting a 45

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Disclaimer: this map is not a navigation tool. This is a representation to the approximate locations.
percent increase in freight volumes by 2040 in the Beyond Traffic report. That means that by 2040, nearly 30,000 miles of the nation’s busiest highways will be clogged on a daily basis. It will be more important than ever to provide cost effective and reliable alternatives to moving freight through already congested areas. With the development of the Mid-America Intermodal Port and investments in other similarly situated ports on the nation’s inland rivers, U.S. businesses will be better positioned to stay globally competitive.

Over the summer, the Port will finalize its analysis of funding and financing options and finalize a strategy to build an operating port. An operating port will support economic opportunity while highlighting how the inland waterways will provide valuable, cost effective, reliable, and efficient freight transportation options. America’s economic future depends on the success of this project and others like it on the Mississippi and other major rivers.

Mike Klingner is the Chairman of the Board of the Upper Mississippi, Illinois and Missouri Rivers Association (UMIMRA) and Ann Schneider is the President of Ann Schneider & Associates, Transportation & Government Consulting of Petersburg, Illinois.

Key House Transportation Staff Establish Consulting Firm

Two of the top staff members of the House Transportation and Infrastructure Committee have left to start their own consulting firm: B + S Strategies. Chris Bertram, the Committee Staff Director, and Beth Spivey, Director of Outreach and Coalitions, had both served on the T&I Committee since the beginning of Chairman Bill Shuster’s chairmanship.

They were instrumental in the passage of the 2014 Water Resources Reform and Development Act (WRRDA), the first water resources authorization legislation signed into law since 2007. In a press release, Chairman Shuster thanked both for their service and noted:

“There are few people in transportation who know the issues as well as Chris, and over the past four years, the Transportation and Infrastructure Committee has been incredibly effective thanks to his leadership, expertise, and guidance.” Shuster went on to say: “Beth was instrumental in the Committee’s efforts to bring together a wide array of stakeholders, gather their input, find common ground, and build support for legislation to improve America’s infrastructure and economy.”

The duo’s other legislative accomplishments include the enactment of the FAST Act, the longest highway and transit authorization bill in 17 years; the reauthorizations of AMTRAK and the Surface Transportation Board; and the development a Federal Aviation Administration (FAA) bill that substantially reforms air traffic control in the United States.

Bertram has also served as an Assistant Secretary of Transportation, the CFO of the Federal Aviation Administration, and in senior roles in the United States Senate and the White House Office of Management and Budget. In addition to her time in the House of Representatives, Spivey has worked for the Majority Leader of the United States Senate and successfully led government affairs at a leading global security technology company.

B + S Strategies will focus on consulting for private companies, state and local governments, and associations in the areas of transportation, civil works, homeland security, and energy.
WRRDA 14 Section 7001 Annual Report: Request for Proposals

The U.S. Army Corps of Engineers has published a notice in the Federal Register seeking proposals for its report to Congress on future water resources development. Proposals must be submitted to the Corps by September 19, 2016.

The annual report process was enacted in the Water Resources Reform and Development Act of 2014 (WRRDA 14). Section 7001 of that law establishes a new wide-ranging process to gather information on water resources problems nationwide and possible solutions to those problems for the purpose of better informing the Congress as it drafts periodic water resources authorization bills. Identifying the full range of the nation’s water resources problems and first-hand recommendations as to how they should be addressed—from the people directly affected—is of critical importance to the Congress as it sets priorities and policies in the biennial bills authorizing implementation of water resources studies and projects.

According to the Corps’ notice, proposals would include completed feasibility reports, proposed feasibility studies, and proposed modifications to authorized projects or studies that meet all the following criteria:

- Are related to the missions and authorities of the Corps of Engineers. USACE primary missions are navigation, flood risk management, and aquatic ecosystem restoration. Recreation, hydropower and/or water supply will be considered “related” when it is performed in conjunction with one or more of the primary mission(s);
- Require specific congressional authorization;
- Have not been congressionally authorized;
- Have not been included in the main table of a previous annual report; and
- If authorized could be carried out by the Corps of Engineers.

The notice further provides that a proposal for a project or a project modification would need a current decision document to provide updated information on the scope of the potential project and demonstrate a clear Federal interest. This determination would include an assessment of whether the proposal is technically sound, economically viable, and environmentally acceptable; compliant with environmental and other laws including but not limited to National Environmental Policy Act, Endangered Species Act, Coastal Zone Management Act, and the National Historic Preservation Act; compliant with statutes and regulations related to water resources development including various water resources provisions related to the authorized cost of projects, level of detail, separable elements, fish and wildlife mitigation, project justification, matters to be addressed in planning, and the 1958 Water Supply Act.

With respect to Section 902 of WRDA 1986 which establishes a maximum authorized cost for projects (902 limit), the notice states that a Post Authorization Change Report (PACR) is required to be completed to support potential modifications, updates to project costs, and an increase to the 902 limit. Authority to undertake a 902 study is inherent in the project authority, so no authority is required to proceed with the study. Since these PACRs support project modifications, they may be considered for inclusion in the Annual Report if a report’s recommendation requires Congressional authorization.

The Federal Register notice, along with detailed information to prepare and submit a proposal, can be viewed at: www.usace.army.mil/Missions/CivilWorks/ProjectPlanning/WRRDA7001Proposals.aspx
Tips for Surviving a Civil Works Review Board

BY JULIE MINERVA

As part of the Corps SMART Planning Process, all feasibility studies must complete a formal presentation process called a Civil Works Review Board. While the CWRB lasts only a few hours, the “in DC” preparation involved lasts several days. Here’s how to not only survive, but thrive:

1. Be prepared to visit history
   You’ll answer more questions about issues that were resolved years ago than Hilary Clinton has had to answer about her private email server. Be patient.

2. Brush off your PowerPoint skills
   With input from Corps Headquarters, PowerPoints will be redrafted, reworked, and refined in the 48 hours leading up to the main event. The same thing applies for your talking points.

3. Bring snacks
   Once you’re in the building, you’re “in the building” so come armed with snacks and water. The nearby Bed Bath & Beyond in Chinatown offers a nice selection of salty and sweet individual sized options.

4. Engage congressional stakeholders
   Having a Member of Congress make opening remarks sets a positive tone and puts an emphasis on importance of your project. Likewise congressional staff attendance reflects the support of the member.

5. Have a back-up printing option
   Avoid unnecessary stress by identifying someone on deck for last minute color print jobs. Key documents include “the placemat,” PowerPoint, and letters of support.

6. Practice your Oscar award speech
   Brush off your inner theatre major and deliver your remarks with passion, urgency, excitement, and confidence. Vocal warm ups, jumping jacks, and the Superwoman power pose all help.

7. Embrace that this milestone will bring more work
   As the saying goes, “No good deed goes unpunished,” approval by the CWRB is not the end of the SMART planning process. Public review and comment follows before a signed Chief’s Report is within reach.

8. Get ready for your close up
   You will rehearse, rehearse, and rehearse again. After all, practice makes perfect. Behind the scenes it will be hectic and chaotic, but when the curtain rises it will all come together.

9. Don’t plan on seeing the monuments at night
   You’ll be working. But honestly it’s worth it. Instead plan a post CWRB group outing to a local watering hole to celebrate your victory.

10. Don’t expect a cell signal
    “Can you hear me now?” There are too many theories to count, but the fact remains that many of the internal rooms within the Corps HQ building are dead zones.

11. Do your homework
    CWRB board members will be briefed by HQ in advance, but in the months leading up to the main event it is a good investment of your time and resources to brief them from your local perspective. The same is true for the Office of the Assistant Secretary of the Army and the Office of Management and Budget.

12. Repeat after me: “Build Strong Building Security”
    GAO runs a tight ship and you will need to be escorted at all times. That includes even trips to the first floor cafeteria. Also Corps staff traveling from district and division will not have the authority to serve as escorts. You will need an HQ contact.

Julie Minerva is a Civil Works Review Board veteran and has been engaging with the US Army Corps of Engineers at the federal level for the better part of 15 years. She credits her double major in Political Science & Dance for achieving strategic and effective results in the water and transportation infrastructure realm. You can find her at: jminerva@carpiclay.com
Mississippi River Commission
Low Water Inspection Trip

St. Paul, MN  9:00 a.m., 8 August 2016
Hannibal, MO  2:00 p.m., 11 August 2016
Alton, IL  9:00 a.m., 12 August 2016
Caruthersville, MO  9:00 a.m., 15 August 2016
Helena, AR  9:00 a.m., 16 August 2016
Natchez, MS  2:00 p.m., 17 August 2016
Morgan City, LA  9:00 a.m., 19 August 2016

Additional information is available at: www.mvd.usace.army.mil/About/MississippiRiverCommission(MRC).aspx or cemvd-ex@usace.army.mil

View of Robert Street Bridge over the Mississippi River in Downtown Saint Paul, Minnesota