



US Army Corps of Engineers
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Minutes
Inland Waterways Users Board Meeting No. 94
Virtual Fort Belvoir, Virginia

July 22, 2020

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Inland Waterways Users Board
Meeting No. 94
Held Virtually by Webinar
Fort Belvoir, Virginia

July 22, 2020

The following proceedings are of the virtual 94th Meeting of the Inland Waterways Users Board held on the 22nd of July 2020, commencing at 1:00 p.m. this is the first virtual meeting of the Inland Waterways Users Board, held by webinar, at the U.S. Army Corps of Engineers Humphreys Engineer Center, Fort Belvoir, Virginia. Mr. Robert J. Innis, Chairman of the Inland Waterways Users Board presiding. Inland Waterways Users Board (Board) members present at the meeting included the following:

MR. ROBERT J. INNIS, Board Chairman, LaFargeHolcim, Inc.

MR. DAMON S. JUDD, Board Member, Marquette Transportation Company LLC.

MR. MICHAEL J. MONAHAN, Board Vice Chairman, Campbell Transportation Company, Inc. (CTC).

MR. W. SPENCER MURPHY, Board Member, Canal Barge Company, Inc. (CBC).

MR. DENNIS OAKLEY, Board Member, Bruce Oakley, Inc.

MR. TIMOTHY C. POWER, Board Member, SCF Marine, Inc.

MR. ROBERT D. RICH, Board Member, Shaver Transportation Company.

MR. C. MATTHEW RICKETTS, Board Member, Crouse Corporation.

MR. GREG TURNER, Board Member, Dow Chemical Company.

MR. JEFF WEBB, Board Member, Cargill, Inc., Cargo Carriers, Cargill Marine & Terminal.

Board Member MR. DAVID A. EARL, of Marathon Petroleum Company LP (MPC) was unable to participate in the meeting, and MPC did not have another representative on their behalf.

Board Chairman Emeritus MR. MARTIN T. HETTEL, of American Commercial Barge Line LLC (ACBL) also participated in the meeting.

Former Board members MESSRS. MATTHEW WOODRUFF of Kirby Corporation and DAVE KONZ of Tidewater Barge Lines also participated.

Also present at the virtual meeting were the following individuals serving as observers of the activities of the Inland Waterways Users Board, designated by their respective Federal agencies as representatives:

The Honorable MR. R.D. JAMES, Assistant Secretary of the Army for Civil Works, Headquarters, Department of the Army, Washington, D.C.

MR. DAVID LEACH, Deputy Assistant Secretary of the Army for Project Planning and Review, Office of the Assistant Secretary of the Army for Civil Works, Headquarters, Department of the Army, Washington, D.C.

MR. VANCE STEWART, Deputy Assistant Secretary of the Army for Budget and Management, Office of the Assistant Secretary of the Army for Civil Works, Headquarters, Department of the Army, Washington, D.C.

REAR ADMIRAL SHEPARD M. SMITH, Director, Office of Coast Survey, National Hydrographer, National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce, Silver Spring, MD.

The Honorable MR. RICHARD BALZANO, Deputy Maritime Administrator, U.S. Department of Transportation, Maritime Administration (MARAD).

MR. WILLIAM K. PAAPE, Associate Maritime Administrator, U.S. Department of Transportation, Maritime Administration (MARAD).

Official representatives of the Federal government responsible for the conduct of the meeting and providing administrative support to the Inland Waterways Users Board from the U.S. Army Corps of Engineers were as follows:

MAJOR GENERAL (MG) WILLIAM H. GRAHAM, Users Board Executive Director and Deputy Commanding General for Civil and Emergency Operations, Headquarters, U.S. Army Corps of Engineers, Washington, D.C.

MR. MARK R. POINTON, Executive Secretary and Designated Federal Officer (DFO), Inland Waterways Users Board, U.S. Army Corps of Engineers, Institute for Water Resources, Alexandria, Virginia.

MR. ALVIN B. LEE, Director of Civil Works, Headquarters, U.S. Army Corps of Engineers, Washington, D.C.

MR. THOMAS P. SMITH, Chief of Operations and Regulatory Division, Headquarters, U.S. Army Corps of Engineers, Washington, D.C.

MR. STEVEN D. RILEY and MS. ALEXANDRA SCHAFFER, Alternate Designated Federal Officers (ADFO), Inland Waterways Users Board, U.S. Army Corps of Engineers, Institute for Water Resources, Alexandria, Virginia.

MR. MICHAEL E. OTT, Chief, Navigation Operations Section, Headquarters, U.S. Army Corps of Engineers, Washington, D.C.

MR. PAUL D. CLOUSE, Deputy, Navigation Operations Section, Headquarters, U.S. Army

Corps of Engineers, Washington, D.C.

MR. DAVID A. FRANTZ, Inland Navigation Program Manager, Navigation Operations, Headquarters, U.S. Army Corps of Engineers, Washington, D.C.

MAJOR GENERAL ROBERT F. WHITTLE, JR., Commander, Great Lakes and Ohio River Division, U.S. Army Corps of Engineers.

COLONEL STEVEN M. SATTINGER, Commander, Rock Island District, U.S. Army Corps of Engineers.

COLONEL ANDREW “COBY” SHORT, Commander, Pittsburgh District, U.S. Army Corps of Engineers.

Program speakers in scheduled order of appearance were as follows:

Mr. Mark R. Pointon, Inland Waterways Users Board Designated Federal Officer (DFO) and Executive Secretary, Institute for Water Resources, U.S. Army Corps of Engineers.

MG William H. Graham, Users Board Executive Director and Deputy Commanding General for Civil and Emergency Operations, Headquarters, U.S. Army Corps of Engineers.

Mr. Robert J. Innis, Chairman, Inland Waterways Users Board, Director, Transportation Operations, LaFargeHolcim, Inc.

Mr. Michael E. Ott, Chief, HQ Navigation Operations Branch, U.S. Army Corps of Engineers.

Mr. Steven D. Riley, Alternate Inland Waterways Users Board DFO, Institute for Water Resources, U.S. Army Corps of Engineers.

Mr. Stephen R. Fritz, Program Manager for Mega Projects, Pittsburgh District, U.S. Army Corps of Engineers.

Mr. Adam C. Walker, Project Manager, Nashville District, U.S. Army Corps of Engineers.

Mr. Don B. Getty, Project Manager, Nashville District, U.S. Army Corps of Engineers.

Mr. Stephen G. Durrett, Regional Business Director, Great Lakes and Ohio River Division (LRD), U.S. Army Corps of Engineers.

Mr. Dewey W. Rissler, Project Manager, Louisville District, U.S. Army Corps of Engineers.

There was one public comment made during the public comment period of the meeting; there were no written public comments submitted for the record prior to or during the meeting.

PROCEEDINGS

The Designated Federal Officer (DFO) MR. MARK R. POINTON called the meeting to order and read a statement for the record regarding the Inland Waterways Users Board (the Board) as a Federal advisory committee. This being the first virtual meeting of the Board, he also provided rules for the virtual meeting, and took a roll call of the Board members, the Federal observers and key senior U.S. Army Corps of Engineers staff.

The Users Board was created pursuant to Section 302 of the Water Resources Development Act of 1986. It provides for the Secretary of the Army and the Congress with recommendations of funding levels and priorities for modernization of the Inland Waterways System.

The Board is subject to the rules and regulations of the Federal Advisory Committee Act or 1972, as amended. This is a Sunshine in the Government Act meeting, and as such is open to the public.

The U.S. Army Corps of Engineers (Corps or USACE) is the sponsor of the Board and provides the Executive Director, the Designated Federal Officer, as well as all normal activities of the Board.

The proceedings are being recorded and there will be a transcript available shortly after the meeting.

MAJOR GENERAL (MG) WILLIAM GRAHAM provided welcoming remarks and opening comments, noting this is his first Board meeting as the Deputy Commanding General for Civil and Emergency Operations.

The participating Federal observers provided brief opening comments.

REAR ADMIRAL SHEPARD SMITH was the Federal Observer representing the National Oceanic and Atmospheric Administration (NOAA), as the Director of the Office of Coast Survey.

THE HONORABLE RICHARD BALZANO the Deputy Maritime Administrator represented the Maritime Administration (MARAD).

THE HONORABLE R.D. JAMES, the Assistant Secretary of the Army for Civil Works, participated at the start of the virtual meeting, and MR. DAVID LEACH also participated from the Office of the Assistant Secretary of the Army for Civil Works.

DR. KELLY NELSON represented the U.S. Department of Agriculture (USDA).

Ms. Jeanine Hoey of the Pittsburgh District who was retiring this day was recognized and thanked by current and former Board members for her hard work and dedication to the inland navigation mission, and for her work on the capital investment strategy activities in 2010, 2016 and now 2020.

Following the opening remarks, MR. POINTON proceeded to the approval of the minutes of the last meeting, Board Meeting No. 93 held in February 19, 2020, in Fort Smith, Arkansas. A motion was offered by Vice Chairman Mike Monahan and seconded by Board member Matt Ricketts. All Board members voted to approve the minutes of Meeting No. 93, so the motion was unanimously carried.

Next on the agenda, MR. POINTON provided responses to follow up issues from Board Meeting No. 93 related to: the FY 2020 funding for the Upper Mississippi-Illinois Waterway project (NESP) and the Upper Ohio project; Calcasieu Lock, Inner Harbor Navigation Canal (IHNC) Lock and Bayou Sorrel Lock; the Illinois Waterway 2020 extended closure; the Three Rivers, AR project details of the cost estimate; and Economic Benefits related to how the Corps values benefits when “no alternative mode” exists.

The funding requirements for probable future Inland Waterways Trust Fund (IWTF) projects was presented. The Preconstruction Engineering and Design (PED) funding requirements for the Upper Mississippi River-Illinois Waterway project (NESP) and the Upper Ohio Navigation project were presented. Previously, the Board was informed that the PED for the Three Rivers, Arkansas project was fully funded to complete.

For IHNC Lock, it was reported that an additional two-and-a-half years and \$2.2 million in funding is needed to complete the efforts for addition components of the Director Report. The Board expressed frustration that the report was originally to be completed in late 2019 or spring 2020, and was surprised to learn of the additional time and costs to complete the effort. The Board has requested a presentation for the IHNC Lock at the next meeting, to address the additional costs and time to complete the report. Also, the Board wants to know what other benefits are being captured for INHC Lock, specifically for Flood Reduction.

For Bayou Sorrel Lock, a Limited Reevaluation (LRR) or General Reevaluation (GRR) Report needs to be initiated and funded. The Board again expressed frustration that a reevaluation study hasn't already been started, especially in light of the new Capital Investment Strategy (CIS) report nearing completion. A Board member feels this project wouldn't get the proper recognition or consideration for funding if it's not in the list of proposed new starts.

For the extended 2020 Illinois Waterway closure, the Board, towing industry and agriculture partners were very concerned about the late notice of a 13-day increase to the closure at LaGrange Lock and Dam, from September 30th to October 13th. The industry was told before the closure that the spring high water events hadn't caused delays to the project schedule and now it does. They want better, more timely and transparent communication of any future delays. Grain shippers are anticipating an increase in sales to China and this 13 day delay in reopening will impact that ability. The Illinois Waterway closure notice has always stated 90 days up to 120 days, so the additional 13 days added to the schedule to reopen the waterway before October 30th is still within the Notice To Navigation Interests. The details of the days added to the closure schedule could not be released to the public during contract negotiations, so there was little time to inform the towing industry. The extension being requested by the contractor was negotiated down to the 13 days, and there is still the risk for additional delays due to the COVID-19 pandemic and potential future high water. The Board Chairman Rob Innis requested the Corps provide an update of the closure in “mid-August.”

Mr. Pointon also provided a status on the Inland Waterways Trust Fund for FY 2020 to date through May 2020 for the HQ Programs Integration Division. The IWTF revenues from fuel taxes to date are lagging behind recent years, as a result of the affects from the COVID-19 pandemic. And only about \$5 million have been transferred to the Corps from the IWTF to date. This is a reflection that the funds will likely be obligated in the 4th Quarter of the fiscal year.

MR. STEVEN RILEY (the Institute for Water Resources (IWR) Program Manager for the Lock Performance Monitoring System – LPMS) provided an update of the recent activities for Waterborne Commerce data collection activities. The Navigation and Civil Works Decision Support Center (NDC) is seeking feedback and recommendations relating to its Engineer (ENG) forms as part of a triennial Office of Management and Budget (OMB) approval when seeking information from the public for waterborne commerce data. These forms can be traced back to 33 CFR § 207.800, and linked back to the USACE mission through the Water Resources Development Act of 1986 (WRDA 1986), 33 USC § 555, and the Rivers & Harbors Act of 1922. In particular, NDC is interested in any impacts that may be caused by a changed to the commodity classification system, and a push towards digital submissions may cause. The Board provided no comments related to the proposed changes to the ENG form.

MR. MICHAEL OTT (Chief of Navigation for USACE in HQ) gave a presentation on the funding for Navigation and inland waterways in the FY 2020 Work Plan and FY 2021 Budget, including the Construction and Inland Waterways Trust Fund (IWTF) amounts for the cost shared navigation construction projects, as well as key project components for the major waterways in the Operation and Maintenance (O&M) account.

Also, Mr. Ott provided an update of the progress of the inland and intracoastal waterways Capital Investment Strategy (CIS) report. The Users Board wanted one more opportunity to review and submit comments. Comments are to be sent to Mark Pointon (DFO) to be entered into the record – no due date was specified. (Post meeting on July 28, 2020, the Corps requested of the Board Chairman to have comments back on the CIS report by July 31, 2020.)

(Whereupon, A break was taken.)

MR. POINTON reconvened the virtual meeting for the regularly scheduled project status reports for the Inland Waterways Trust Fund cost shared projects.

MR. STEVE FRITZ, the Mega Projects Program Manager for the Pittsburgh District, provided an update on the construction activities for the Monongahela River locks and Dams 2, 3, and 4 (Lower Mon). He mentioned the critical timing of Lock and Dam 3 removal and how the award date of that contract may move in time in order to reduce risk of paying delay costs or extending project benefits date. He expressed that the project schedule is still on track for coming in about \$100 million below the baseline estimate. He discussed the need to perform some work on some of the prefabricated items that were acquired in the 2007-2009 timeframe when funding was less available for the Charleroi locks, due to the time the items were acquired and their current condition. Also, he discussed the dredging risk and that Pittsburgh District is closely tracking this to determine if another contract action may be needed. He mentioned the excellent progress at the Charleroi Lock river chamber, including the completion of M22-M27, the RCC is making good progress, and the stilling basin work is proceeding with the expectation to start placing grout bags in August 2020. He mentioned the congestion and mitigation between

the RCC and the stilling basin contracts, contractors in a tight space.

MR. FRITZ also provided the status of the Upper Ohio Navigation project. The project scope remains as it was authorized, and the current cost estimate of \$1.8 billion fully funded. The funding for PED for the entire project, whether in Investigations or Construction if it receives a New Start. The PED needs for the project are \$8.2 million (minimum) in FY 2021 to keep the design for Montgomery Lock progressing. There are long lead items that the district is currently working, including modeling and Real Estate pre-work. The purchase of real estate cannot be funded through Investigations, so a Construction New Start is required. The initial contract for the secant wall is ready to advertise once a New Start is received, or perhaps funding from a stimulus or infrastructure type Act in FY 2020 or 2021. Also discussed were the risks related to failure of one of these locks and dams before they are recapitalized. Funding for PED of \$8.2 million is necessary to keep the design on track. If a Construction New Start and funding is received, the requirements would be approximately \$27 million. Finally, the presentation ended with two short videos about the crack in the chamber at Montgomery Lock, provided for the benefit of the Board member who have not had an opportunity to see the condition firsthand.

The question came up related to the Upper Ohio Navigation project, but would be pertinent to any Construction project, If some stimulus type funding were to be provided, whether a Construction New Start would be required if there is some stimulus type or supplement act funding passed to fund infrastructure or investments?

Also for the Upper Ohio Navigation project (or any Construction project), the Board asked why the Office of Management and Budget (OMB) directs the use of a 7% interest rate in economic analyses, and feels it does not reflect current realities. It was explained the rate is used to be consistent across federal government-wide for investment decisions. Also, the current interest rate of 2.75% used by the Corps for economic analyses is set by law, so the Corps doesn't set the interest rates.

MR. ADAM WALKER (Nashville District, Chickamauga Lock Project Manager) provided an update on the construction activities at the Chickamauga Lock and Dam project.

The Chickamauga Lock delivery team continues to work toward closeout of the Lock Excavation contract that was physically completed in January 2019. Currently the Corps is waiting for a response from the contractor on language included in the final contract modification; the delay in closing out this contract is not impacting current construction activities.

The Lock Chamber construction contractor continues with onsite work. Their primary focus is on concrete placements, which currently covers most of the new lock chamber's footprint. All remaining Lock Chamber contract options, valued at approximately \$78.8 million, were exercised on June 15, 2020, which increased the contract value to \$244.6 million and extended the contract's required completion date to July 1, 2023.

The project's Total Project Cost Estimate was recertified on June 11, 2020 at the estimated cost of \$757 million (fully funded at the Fiscal Year 2020 price level and assuming a November 2025 completion). The new lock is anticipated to become operational in November 2023 during the follow-on Approach Wall and Decommissioning contract that is scheduled for

award in September 2021. Factoring in the FY 2020 allocation of \$101.7 million, the remaining funding required to complete the project is \$230.3 million.

MR. DON GETTY (Nashville District, Project Manager for Kentucky Lock) provided an update on the construction activities at the Kentucky Lock Addition project.

The Downstream Cofferdam construction continues to be the most critical activity on the project because its delays are affecting the project's critical path schedule. High water finally receded on June 4, 2020 to allow concrete efforts to resume for the five downstream shells and the contractor has made significant progress since that time. However, the sheet pile cell construction efforts are creating challenges for the contractor due to geologic conditions he is encountering and due to his evolving efforts to support the cells prior to filling them.

Significant risk for a vessel allision still continues for this constricted work area and helper boat operations are evolving at various phases of construction to minimize this risk. But helper boats are not expected to be required after completion of the guard cell within about one-and-a-half months.

The Director's Report was signed for the Post Authorization Change Report (PACR) on June 9, 2020 and it was transmitted to Congress. Indications are that the project will be included in the next water resources authorization act (WRDA) for re-authorization.

In February, a very successful \$85,000 Value Engineering (VE) Study identified almost \$ million in potential savings for the Downstream Lock Monoliths contract. Approximately \$6 million in saving efforts have been implemented out of this \$9 million and additional adoptions of these recommendations are anticipated.

In March, a very successful Industry Day was held to introduce the Downstream Lock Monoliths to prospective contractors. Representatives from 12 prime contractors were in attendance and valuable information was received and transferred by all parties.

The Nashville District has been transitioning to the use of a Best Value Trade-off (BVTO) solicitation method to award the Downstream Lock Monoliths contract instead of the traditional Invitation for Bids (IFB) or aka Low Bid. This has caused the award of this contract to move to FY 2021 and will add time to the award process, but this extra time is not expected to impact the project construction schedule since there is float time in the schedule. The BVTO solicitation may also increase the award costs, but these should be offset by selecting a contractor that offers the Best Value to the Government.

The project's efficient funding level in FY 2021 decreased significantly from what was presented at IW Users Board Meeting #93. This is due to pushing the Approach Wall contract award to FY 2022 that was precipitated due to the DS Lock Monoliths push to FY 2021.

MR. DEWEY RISSLER (Olmsted Project Manager, Louisville District) provided an update on the status of the activities for the Olmsted Locks and Dam project or the Ohio River Locks and Dams 52 and 53 Replacement Project.

The Dam construction is complete and the facility is fully operational. The remaining work is being executing with the funding provided. Completion of the project is still projected for 2022, four years earlier than the anticipated schedule. The new workboat for the project will be the last item completed and is currently expected to be delivered in late summer 2022.

The Dam contractor has demobilized from the site and is completing contract close out.

Of the approximately ten contracts remaining to complete all the work on the project, four have been awarded. Three are currently out for bids and are scheduled to award by the end of August 2020. Two are scheduled to advertise and award by September 30th (end of the fiscal year), and one will award by the end of the calendar year.

Olmsted received \$63 million in the FY 2020 Work Plan and are executing remaining work within these funds.

In summary, we are completing remaining project requirements within funding provided and within schedule.

There was one verbal comment given during the Public Comment Period by Ms. Dede Smith, the deputy director of the Inland Rivers, Ports and Terminals, Inc. (IRPT) regarding the duration of the extended closure of LaGrange Lock & Dam on the Illinois Waterway, and how the notification was published for the inland towing industry.

No written statements were submitted for the record.

Closing comments were provided by Major General Butch Graham and Board Chairman Rob Innis. Board members also provided a few closing remarks.

A motion to adjourn was offered, seconded and approved unanimously.

(Whereupon the meeting ended at 5:20 p.m.)

Appendix A
List of Participants
Inland Waterways Users Board Meeting No. 94

Inland Waterways Users Board Meeting No. 94
Virtual by Webinar, Fort Belvoir, Virginia
July 22, 2020
List of Participants

<u>Last Name</u>	<u>First Name</u>	<u>Affiliation</u>
Adams	James L.	Jones Walker LLC
Adrian	Darin	Marquette Transportation Company
Albuquerque	LTC Alexandre P.	USACE, Mississippi Valley Division
Aldridge	Joseph W.	USACE, HQ, Great Lakes & Ohio River Division RIT
Atkins	Christopher L.	USACE, Nashville District
Babb	Thaddeaus	Oklahoma DOT - Waterways
Balzano	Richard	Dept. of Transportation, Maritime Administration (MARAD)
Bingham	Paul	HIS Markit
Bredikin	Alexandre J.	USACE, Pittsburgh District
Brontoli	Richard	Red River Valley Association (RRVA)
Cade	Ms. Beth A.	USACE, Planning Ctr of Expertise for Inland Nav (PCXIN)
Caldwell	Ms. Cassandra	Arkansas Waterways Commission
Carter	Ms. Nicole T.	Congressional Research Service (CRS)
Chambers	Patrick A.	USACE, Mississippi Valley Division
Chapman	William R. III	USACE, Great Lakes and Ohio River Div
Clouse	Paul D.	USACE, HQ Operations & Regulatory Div, Navigation Ops
Curcic	Odeyra "Ody"	Defense Counter Intelligence and Security Agency
Cutera	Ms. Cindy	Port of Morgan City
D.	Justin	
Dening	Christopher T.	USACE, Pittsburgh District
Donovan	Patrick J.	USACE, Planning Ctr of Expertise for Inland Nav (PCXIN)
Dorsey	Chad	Dept. of Transportation, Maritime Administration (MARAD)
Doyle	John S., Jr.	Jones Walker LLC (WCI)
Durrett	Stephen G.	USACE, Great Lakes and Ohio River Div
Eckhardt	W. Cody	USACE, Mississippi Valley Division
El-Naggar	Kareem S.	USACE, Great Lakes and Ohio River Div
Felder	Ms. Cherrie	Channel Shipyard Companies
Fletcher	Ms. Lucy	AGRIService of Brunswick
Flodin	Ronald S.	USACE, Portland District
Fowler	Stacey	Missouri Dept. of Transportation
Frantz	David A.	USACE, HQ Operations & Regulatory Div, Navigation Ops
Frantz	Ms. Amy K.	USACE, HQ Planning Division
Fritz	Stephen R.	USACE, Pittsburgh District
Frost	Stephen	USACE, Pittsburgh District
Germann	Robert T.	USACE, South Atlantic Division

Getty	Don B.	USACE, Nashville District
Gilbert	Ms. Heather	National Oceanic and Atmospheric Administration (NOAA), Office of Coast Survey
Graham	MG William "Butch"	USACE, Headquarters, Civil Works Executive Office
Hanson	William H. "Bill"	Great Lakes Dredge and Dock Company, LLC
Harris	Brie	
Hasan	Trisha	
Hawkins	Buck	
Hearn	CAPT Rhys A.	USACE, Headquarters, Civil Works Executive Office
Hettel	Martin T.	American Commercial Barge Line LLC (ACBL)
Hill	Brian	Dept. of Transportation, Maritime Administration (MARAD)
Innis	Robert J. "Rob"	LafargeHolcim, Inc.
James	R.D.	Dept. of Army, Assistant Secretary of Army for Civil Works
Jarrett	Jonathan E.	USACE, Nashville District
Judd	Damon S.	Marquette Transportation Company
Kalhagen	Geir-Eilif	Texas Dept. of Transportation
Kearns	James A.	Jones Walker LLC
Konz	Dave	Tidewater Barge Lines, Inc.
Leach	David	Dept. of Army, Assistant Secretary of Army for Civil Works
LeBoeuf	George R.	USACE, Great Lakes and Ohio River Div
Lee	Alvin B.	USACE, Headquarters, Civil Works Executive Office
Lichtman	Kenneth E.	Private Citizen
Lim	Hok	Dept. of Army, Ofc of Administrative Assistant to Sec Army
Mahoney	Matthew	Texas Department of Transportation
Majewski	Ms. Susanne M.	USACE, Pittsburgh District
Manous	Dr. Joe D. Jr.	USACE, Institute for Water Resources
Maynard-Sims	Ms. Beverly	Dept. of Army, Assistant Secretary of Army for Civil Works
Mazzeno	William P. "Paul"	USACE, Chicago District
McDonald	Douglas	Dept. of Transportation, Maritime Administration (MARAD)
Moe	Ms. Kristin M.	USACE, St. Paul District
Monahan	Michael J.	Campbell Towing Company
Muench	Ms. Lynn M.	American Waterways Operators, Inc. (AWO)
Murdock-McDaniel	Ms. Andrea L.	USACE, Southwestern Division
Murphy	W. Spencer	Canal Barge Company, Inc.
Murphy	James J.	Dept. of Transportation, Maritime Administration (MARAD)
Nelson	Dr. Kelly P.	U.S. Dept. of Agriculture (USDA), Agri Marketing Services
Newbaker-London	Ms. Elaine E.	USACE, Southwestern Division
Nyberg	Jason W.	Marquette Transportation Company
Oakley	Dennis	Bruce Oakley, Inc.
Ott	Michael E.	USACE, HQ Operations & Regulatory Div, Navigation Ops
Paape	William K.	Dept. of Transportation, Maritime Administration (MARAD)
Peterson	Bryan D.	USACE, St. Paul District
Pettway	Ms. Jacqueline S.	USACE, Engineer Research & Development Center (ERDC)
Pointon	Mark R.	USACE, Institute for Water Resources

Power	Timothy C.	SCF Marine, Inc.
Rich	Robert D.	Shaver Transportation Company
Ricketts	C. Matthew "Matt"	Crouse Corporation
Riley	Steven D.	USACE, Institute for Water Resources
Rissler	Dewey W.	USACE, Louisville District
Rohde	Paul	Waterways Council, Inc. (WCI)
Ruble	James "Jay"	Crouse Corporation
Sattinger	COL Steven M.	USACE, Rock Island District
Schafer	Ms. Alexandra	USACE, Institute for Water Resources
Shaw	John M.	USACE, Pittsburgh District
Short	COL Andrew J.	USACE, Pittsburgh District
Shuman	Ms. Catherine M.	USACE, HQ, Great Lakes & Ohio River Division RIT
Simpson	Ms. Megan K.	USACE, Nashville District
Smith	RADM Shepard M.	National Oceanic and Atmospheric Administration (NOAA), Office of Coast Survey
Smith	Ms. Deidre "Dede"	Inland Rivers, Ports & Terminals, Inc. (IRPT)
Smith	Thomas P.	USACE, HQ Operations & Regulatory Division
Sparger	Adam	U.S. Dept. of Agriculture (USDA), Transportation Svcs Div
Stark	James	Gulf Intracoastal Canal Association
Stephaich	Peter	Campbell Towing Company
Stewart	Vance	Dept. of Army, Assistant Secretary of Army for Civil Works
Sudol	Dr. Mark F.	USACE, Institute for Water Resources
Sullivan	Robert "Mike"	Dept. of Transportation, Maritime Administration (MARAD)
Tarmann	Jim	Illinois Corn Growers Association
Tarpey	Michael J.	USACE, Rock Island District
Taylor	Jeff	
Todd	Kenneth D. Jr.	USACE, Tulsa District
Tramell	Bradley A.	American Waterways Operators, Inc. (AWO)
Turner	Greg	Dow Chemical Company
Vanderbilt	Dr. Forrest B.	USACE, Institute for Water Resources
Walker	Adam	USACE, Nashville District
Webb	Jeff	Cargill, Inc.
Whittle	MG Robert F. Jr.	USACE, Great Lakes and Ohio River Div
Winston	Ms. Bernadette	U.S. Dept. of Agriculture (USDA), Transportation Svcs Div
Wood	Ryan T.	USACE, Mississippi Valley Division
Woodruff	W. Matthew	Kirby Corporation
Zea	Tracy	Waterways Council, Inc. (WCI)
Ziegler	Adam T.	USACE, Rock Island District
		USACE = U.S. Army Corps of Engineers