



# TRVA News



Summer 2011 Newsletter

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## Upcoming Events:

Tennessee River Valley Association Annual Meeting  
October 17-18, 2011  
Gatlinburg, TN

Waterways Council Inc. Annual Waterways Symposium  
October 19-21, 2011  
Pittsburgh, PA

Tennessee Valley Authority Board of Directors Meeting  
November 17, 2011  
Starkville, MS

**Join TRVA Today!!!**

**Tennessee River Valley Association is now on Facebook**

<http://www.facebook.com/#!/pages/Tennessee-River-Valley-Association/219651447941>

## Construction Continues at Kentucky Lock Addition Project

Though facing the potential of suspension in FY13, construction of a new 110' x 1200' navigation lock at the Kentucky Dam continues.

The Kentucky Lock Addition project, located at Mile 22.4 of the Tennessee River in western Kentucky, was authorized by the Water Resources Development Act of 1996.

The project consists of a new 110' X 1200' lock to be located landward and adjacent to the existing 110' X 600' lock. Three major relocations have been completed that were required to accommodate lock construction: 1) the relocation of four large transmission towers; 2)

construction of a new two-lane highway bridge across the Tennessee River; and 3) construction of a new single track railroad bridge across the Tennessee River.

The new lock is needed because of the existing lock's inability to meet current and future traffic demands without significant delays. Over the last decade, costly delays have ranged from three to seven hours per tow, and projected traffic increases will only aggravate these delays.

Kentucky Lock is

the lowermost lock on the Tennessee River and is the gateway for the 12 locks located upstream on the Tennessee and Cumberland Rivers. Annual tonnage passing through the existing Kentucky Lock has ranged



Excavation for new lock construction at Kentucky Lock

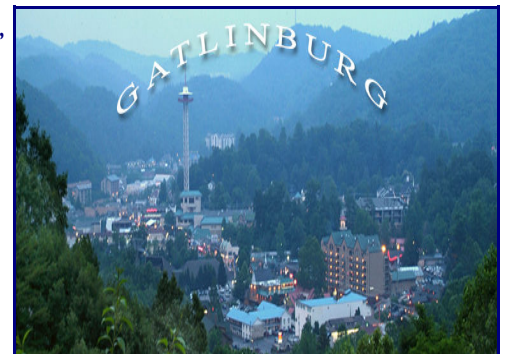
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## Agenda set for TRVA 45th Annual Meeting

Planning is nearly complete for the TRVA 45th Annual Meeting to be held on October 17-18, 2011 in Gatlinburg, Tennessee.

Constrained federal budgets, critical ongoing construction projects facing suspension, and water resource needs outside of our river basins will require discussions on insuring the continued benefits provided by our region's river systems.

House Transportation and Infrastructure Committee Member Chuck Fleischmann (TN3) will offer the Keynote Address during the Tuesday Oct. 18 Luncheon. Guest Speakers from MARAD, USACE, TVA, the University of Tennessee, USCG and TPG Green will offer informative presentations. Visit [www.trva-tcwc.org](http://www.trva-tcwc.org) for more details.



The Clarion Inn in the foreground of Downtown Gatlinburg, Tennessee

## Administration offers Inland Waterways Funding Proposal

President Barack Obama has proposed new fees on U.S. inland waterways users that would raise \$1.1 billion over 10 years to build and repair our nation's locks and dams.

The administration is seeking a two-tier fee that would augment diesel fuel taxes paid by vessel operators, according to details of its recent deficit reduction proposal sent to Congress. The fuel tax currently generates approximately \$75 to \$100 million per year.

Many locks and dams on U.S. inland waterways are more than 50 years old, in disrepair and, in the case of the Chickamauga Lock on the Tennessee River near Chattanooga, Tennessee, at increasing risk of failure.

The U.S. government would continue to match the amount of taxes and fees paid by commercial users, which would increase the amount avail-

able for inland waterways projects to \$400 million a year, up from the current \$180 million. It is estimated that about \$7 billion will be needed over 20 years to keep our inland waterways navigable.

The first tier of Obama's proposed fee would be levied on all commercial users of inland waterways. The second tier would be paid only by vessels using locks. The Secretary of the Army would set the fees annually, according to the plan.

Inland waterways projects are financed by the Inland Waterways Trust Fund (IWTF). The IWTF is funded by a 20 cents per gallon fuel tax on barge and tow operators that is matched 50/50 by the federal treasury.

A coalition of more than 200 waterway related businesses, industries and associations including the TRVA, has advocated the adoption of a pro-

posal developed by members of the Inland Waterways Users Board and high ranking officials in the U.S. Army Corps of Engineers. The Capitol Development Plan would increase the current fuel tax to as much as 29 cents per gallon and unlike the administration's proposal, would require Corps reforms while spreading costs across all waterways users and not impose an undue burden on locking waterways, such as the Cumberland and Tennessee River systems.

Two IWTF cost shared projects are ongoing on the Tennessee River, the Chickamauga Lock Replacement and the Kentucky Lock Addition. Need for a resolution of the IWTF funding crisis is critical. The Chickamauga and Kentucky Lock projects are facing suspension of construction that will result in increased costs and years of lost benefits and opportunities.

## TRVA/PACE Offers Comments to TVA Board in Support of Bellefonte

TRVA, in association with the Partnership for Affordable Clean Energy (PACE), addressed a meeting of the TVA Board of Directors in Knoxville, TN August 18, 2011 on behalf of the resumption of construction at the Bellefonte Nuclear Plant in Jackson County AL.

More than fifty citizens from across the Tennessee Valley addressed the listening session voicing support for and against the project.

In prepared comments, TRVA Executive Director and PACE Board Member, Cline Jones stated "PACE believes that nuclear power is an essential ingredient to the energy future of both the United States and the Tennessee Valley and that investments in nuclear power fulfill the public mandate for electricity that is both reliable and affordable."



*Nine Member TVA Board of Directors and CEO Kilgore listen during the packed Knoxville Meeting*

Nuclear power remains one of the few sources of electricity that is capable of running around the clock with minimal interruption and also comes with a predictable price tag that ensures consumer value and financial stewardship.

"While there are other sources of energy that qualify as reli-

able and affordable, coal and natural gas being two examples, nuclear power provides the added benefit of having no carbon emissions. In a regulatory environment intent on limiting carbon emissions, this feature makes nuclear power crucial to maintaining a diverse and practical TVA portfolio" said Jones.

PACE like others, remains concerned about the safety of nuclear power generation, but believes that those safety concerns are manageable and within the control of existing engineering and technology. Jones stated, "There is simply no rational reason to believe that Americans are in danger from nuclear power or would be placed in danger by the operation of a reactor at Bellefonte."

The TVA Board later voted 9-0 to complete the Bellefonte reactor.

## Georgia Water Resource Conference Identifies the Tennessee River as Solution to Water Crisis

Metro Atlanta and the counties comprising the Metropolitan North Georgia Water Planning District are facing a water supply crisis. The Planning District predicts that it will run short of available water supplies within the next decade or two. In addition, the Northwest Georgia Regional Water Resources Partnership, which includes the area between metro Atlanta and Chattanooga, predicts that its own water demand will double by 2030 and may exceed supplies by 2017.

Further complicating the North Georgia water supply, is the ongoing tri-state litigation over allocation of water from Lake Lanier between Alabama, Florida and Georgia, which has spanned two decades. The litigation has worn on because the parties have not been able to come to an agreement, and the parties cannot agree because the issue is a zero sum game as framed.

According to a report of the

April 2011 Georgia Water Resource Conference, the Tennessee River has the potential to change this aspect of the litigation by discharging the return flows of an interbasin transfer from the Tennessee River into the Apalachicola/Chattahoochee/Flint (ACF) and Alabama/Coosa/Tallapoosa (ACT) river basins. These significant return flows would augment the two basins and could finally provide the opportunity for a satisfactory outcome for all parties involved.

A decade ago, the Atlanta Regional Commission (ARC) realized that a solution to metro Atlanta's water shortage would be an interbasin transfer from the Tennessee River. But when ARC approached Chattanooga's water supplier about purchasing water from Chickamauga Reservoir, the State of Tennessee responded by unanimously passing its Interbasin Water Transfer Act of 2000, for the admitted purpose of blocking any such water transfers to

Georgia.

The April report also cites TVA's 2004 Reservoir Operations Study as a basis to support their claim that transfers of water to north Georgia would not adversely affect Tennessee River levels. The report omits an important qualification from the conclusion of the TVA analysis that under very dry conditions, interbasin transfers might cause more significant elevation differences than normal conditions. That is exactly when Atlanta needs the water the most, and when impacts to the Tennessee River system would be the greatest.

In June, the 11th Circuit Court of Appeals overturned a 2009 ruling that would have forced a 2012 return to withdrawals from Lake Lanier of 1970's era levels.

TRVA will continue to follow developments and encourage opposition to proposals harmful to the Tennessee River.

## Colonel Margaret Burcham takes Command of the Great Lakes and Ohio River Division



MG Meredith "Bo" Temple transfers Command of LRD to Col. Margaret Burcham

The U.S. Army Corps of Engineers made history September 19, 2011 when Col. Margaret W. Burcham, first female officer selected as a division engineer, took command of the Great Lakes and Ohio River Division

in Cincinnati.

Burcham, commissioned at the United States Military Academy at West Point, N.Y. in 1982, previously served at the Pentagon as the chief of the Joint Capabilities Division of the Resources, Assessments and Force Management Directorate and the commander of the U.S. Army Corps of Engineers Gulf Region North District in Iraq.

As division commander, Burcham leads seven engineer districts, which includes the Nashville District, that has more than 4,800 personnel operating in a 17-state area. She has the responsibility for overseeing federal water resource development throughout the Great Lakes and Ohio River basins with infrastructure valued at over \$80 billion. With an annual operating and construction budget exceeding \$2 bil-

lion, missions include planning, construction and operations of navigation structures and flood damage reduction, hydropower, environmental restoration, water conservation, recreation and disaster assistance.

Her previous assignments include the 516th Engineer Company and the 130th Engineer Brigade in Hanau, Germany; Far East District U.S. Army Corps of Engineers in Seoul, Korea; U.S. Military Academy at West Point, NY; 4th Region (Reserve Officer Training Corps) and 864th Engineer Battalion at Fort Lewis, WA; U.S. Total Army Personnel Command in Alexandria, VA; 94th Engineer Battalion in Vilseck, Germany; Headquarters U.S. Army Europe in Heidelberg, Germany; and Human Resources Command in Alexandria, VA.

## Kentucky Lock Construction ...Continued from page 1

from 27 to 37 million tons in recent years. Products with origins or destinations in 20 states are currently transiting the lock. Traffic forecasts by the Corps of Engineers Navigation Center indicate that tonnage levels relying on the Kentucky-Barkley System will range between 51.8 and 54.9 million tons by 2020.

The project is cost shared 50/50 with the Inland Waterways Trust Fund (IWTF). Insolvency in the IWTF led to Kentucky Lock being the first project to be delayed by a lack of sufficient funding. The upstream cofferdam was completed in 2007 with no funds to begin excavation in preparation for lock construction.

The Nashville District, U.S. Army Corps of Engineers was success-

ful in securing funding from the American Recovery and Reinvestment Act of 2009 (ARRA) and began excavation in 2010. Through efficient planning and use of scarce funds by the Nashville Dis-



**Cement Batch Plant that could be decommissioned without additional funding for Kentucky Lock**

trict, Kentucky Lock will benefit from \$82M in ARRA funding.

According to Project Manager Don Getty, "We have and continue to develop plans to ensure we can construct as much as possible of this contract within existing, available funding. My best guess is that we will be able to continue construction through the second half of FY13 before available funds are exhausted. Under the worst case scenario with no more funds, the project will be mothballed at that point."

Of approximately \$75M in IWTF annual receipts, \$65M is committed to the Olmstead Locks and Dam Project on the Ohio River. The remaining funds are currently allocated to other projects with a higher priority than that of the Kentucky Lock.



### TRVA "Pic of the Valley"

This "Pic of the Valley" of a Tennessee Valley Towing Company tow transiting the Wilson Lock in Florence, Alabama, was taken during a U.S. Army Corps of Engineers facility tour.

Nashville District Commander, LTC James DeLapp and staff members of U.S. Congressman Robert Aderholt (AL4) and U.S. Congressman Mo Brooks (AL5) were joined by TRVA Board Member Hal Greer and TRVA Director Cline Jones in the August event led by Wilson Lockmaster Donald Dean.

The history and importance of the Wilson Lock to the Tennessee River and north Alabama was stressed in a briefing that was held after the completion of the detailed tour on and around the lock's walls.

### TRVA is Needed Now More Than Ever!!!

Since 1967, the Tennessee River Valley Association has served as the only unbiased non-partisan unified voice for overall common sense water resource policies in the Tennessee and Cumberland Valleys.

Economies depend on our region's river systems for low-cost power generation, municipal & industrial water supply, efficient waterborne transportation, recreation, tourism, environmental preservation and jobs.

Threatened by constrained federal budgets, an insolvent trust fund resulting in the suspension of ongoing vital infrastructure projects, and increasing demand for critical water resources from outside our river basins, the need for strong unified voices and nominal financial support of TRVA Programs is essential to our region's economic future. Full Memberships are available for less than \$21 per month.

**Join TRVA Today!!!**

*Tennessee River Valley Association  
Tennessee-Cumberland Waterways Council*

Contact:  
Cline Jones  
Executive Director  
P.O. Box 1745  
Decatur, Alabama  
35602-1745  
256-394-3433  
trvassoc@hiwaay.net  
www.trva-tcwc.org