



TRVA News



Fall 2011 Newsletter

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TRVA Addresses Topics Important to Region During 45th Annual Meeting

Members and guests of the Tennessee River Valley Association (TRVA) and its Tennessee-Cumberland Waterways Council (TCWC), gathered in the beautiful Gatlinburg, Tennessee on October 17-18, 2011 for the TRVA 45th Annual Meeting.

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 River Valleys. The membership of TRVA consists of towing companies, barge lines, port and terminal operators, municipal and industrial water users, and concerned citizens from across the region.

Economies

throughout the Tennessee and Cumberland Valleys rely on the twin rivers system for low cost power generation, municipal & industrial water supply, efficient waterborne transportation, recreation, tourism, environmental preservation, and jobs.

The purpose of TRVA Annual Meetings is to bring together river users, representatives of related government agencies, and public officials in a comfortable, relaxed atmosphere to discuss topics important to the region.

This year, two primary concerns were at the center of discussions related to the river systems

and their impacts on the economies of the region.

1) Without an immediate resolution to its funding crisis, the insolvency of the Inland Waterways Trust Fund (IWTF) will likely result in the suspension of lock construction at both the Chickamauga Replacement, and the Kentucky Addition Projects on the Tennessee River.



US Congressman Chuck Fleischmann (TN3) Addresses TRVA Members & Guests

Upcoming Events:

Association of Tennessee Valley Governments
Winter Meeting
January 25-26, 2012
Nashville, Tennessee

Waterways Council Inc.
2012 Waterways Seminar
February 14-16, 2012
Washington, DC

National Waterways Conference Legislative Summit
March 26-28, 2012
Washington, DC

Join TRVA Today!!!

Tennessee River Valley Association is now on Facebook

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

Inaction in DC Impacting Waterways

A lack of action by the Obama Administration and the Congress is impacting our nation's rivers and waterways infrastructure and operation.

The Senate has yet to act on the April 2011 nomination of Lt. Gen. Thomas Bostick to be Chief of Engineers & Commanding General for the Army Corps of Engineers.

What has been described as an internal conflict within the Department of the Army, has resulted in a lack of action on

Spring 2011 nominations to the Inland Waterways Users Board. The board has since lacked a quorum necessary to function.

Three members of the nine member TVA Board of Directors terms have expired and will no longer be seated after December 31. No names have been placed into nomination. On May 18, 2012, two additional board member's terms are set to expire.

TRVA encourages immediate action on these and other matters important to our nation's water resources infrastructure.

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Senator Rand Paul Introduces Harbor Equity Act

On November 30, Sen. Rand Paul introduced and Sen. Lindsey Graham (R-S.C.) co-sponsored the Harbor Equity Act, which prioritizes smaller harbors for dredging work.

The Harbor Equity Act would benefit smaller harbors facing shut-downs, such as the Hickman River Port in Kentucky and the Port of Charleston in South Carolina. The legislation would drop the tonnage requirement for dredging and require the Army Corps of Engineers to prioritize smaller harbors for dredging rather than just larger, commercial harbors. Without this prioritization, the financial impact on farmers, towing companies, and the small communities they serve would be significant.

“Small communities across the country rely on water transport, be it

in coastal or land-locked states. And our nation’s commerce hinges on the quality of its transportation infrastructure,” Sen. Paul said. “Hindering access to these ports through lack of funding and the resulting shutdowns creates a ripple effect through the thousands of small communities whose economic prosperity depends on transport, and the nation that relies on their products.”

The Army Corps currently prioritizes harbor dredging for those harbors that see 1 million or more tons in traffic per year by relying on non-mandatory self-reporting by shippers. Setting the requirement for dredging eligibility at 1 million tons removes hundreds of small community harbors from Corps funding, which means they must fund their own dredg-

ing or shut down operations. These small harbors are usually the backbone of local commerce in small communities, facilitating the transport of agriculture and manufacturing products to larger ports. By dropping the minimum tonnage requirement – and using a more reliable and accurate metric for calculating tonnage – the bill ensures that the Corps will prioritize these smaller harbors – the engines of local commerce. Based on the most recent available data provided by the Army Corps (2009), there are approximately 21 harbors that rank below 1 million total tons per year.

The Port of Florence, Alabama is one such Tennessee River inland port that could benefit from the Paul proposal. TRVA supports the adoption of the Harbor Equity Act.

TRVA Offers Comments to TVA Board On Interbasin Transfers

On November 17th, TRVA addressed the Board of Directors of the Tennessee Valley Authority during their quarterly meeting held in Starkville, Mississippi.

The November meeting was to be the last prior to three of the nine members leaving the board as a result of their terms expiring on December 31st.

In addition to Board Chairman Dennis Bottorff of Nashville, Tennessee, members Mike Duncan of Inez, Kentucky and Tom Gilliland of Blairsville, Georgia will no longer be seated on the important board in 2012.

The nine-member TVA Board of Directors set policy and strategy for TVA. The members are nominated by the President and confirmed by the Senate to serve five year term. Terms expire on May 18 of each year, the anniversary of the enactment of the TVA Act in 1933.

On May 18, 2012, another two



Last Meeting of the TVA Board of Directors Prior to Three Members Terms Expiring

members terms will expire and they will continue to serve until December 31, 2012. Without nominations by the President and Senate confirmation, on January 1, 2013 vacancies on the board could result in a lack of a quorum. According to the TVA Board by-laws, the board will continue to function, but only in a limited capacity.

During the November 17th meeting, TRVA offered comments to the board during a listening session prior to the formal business meeting.

TRVA Executive Director Cline Jones, addressed concerns of the association’s membership related to the increasing demands on water from the Tennessee River.

“Recent proposals have called for large withdrawals of water from the Tennessee River that will result in interbasin transfers. This board has acknowledged the potentially adverse effects of interbasin transfers by recently adopting policies that will require board approval of any transfers in excess of one million gallons per day” Jones said.

Jones added, “While TRVA applauds this board’s actions establishing the one million gpd threshold for board action, we encourage careful consideration of all applications and proposals that will result in transfers of water out of the Tennessee’s basin.”

TRVA has led efforts to protect the many benefits of the Tennessee River to the entire Valley region.

Annual Meeting Continued from Page 1...

2) As the population of the southeast grows, municipalities and regional water planning boards are increasingly identifying interbasin transfers of water from the Tennessee as a solution to accommodate their forecasted needs.

In a USACE Nashville District presentation, Tom Cayce, Chief of Programs and Project Planning briefed TRVA on Corps activities in the Nashville District including efforts related to reducing impacts of the flooding in the Spring of 2011, and progress at the Wolf Creek and Center Hill Dam Foundation Remediation Programs on the Cumberland River System. Mr. Cayce also reported on the status of the Kentucky Lock Addition on the Tennessee River. An IWTF cost-shared project that is not receiving funding, construction at Kentucky Lock is moving forward as result of \$81 million in American Recovery and Reinvestment Act (ARRA) funds. ARRA funding will provide for excavation and construction of 9 of 61 monoliths that will move the project into FY13. Without a resolution to the funding crisis of the IWTF, when ARRA funds are exhausted, the project will be mothballed.

Wayne Huddleston, Project Manager at the Chickamauga Lock Replacement updated TRVA on the status of efforts to replace the deteriorating existing lock near Chattanooga on the Tennessee River. An Alkali Aggregate Reaction (concrete growth) has plagued the lock since its completion in 1940 and the likelihood of a failure with potentially catastrophic results is increasing as a result of the misalignment of critical components of the structure. Mr. Huddleston reported that onsite construction has virtually halted, and the only work currently ongoing is ARRA funded offsite fabrication of mitre gates, valves and guide walls that when completed will be stored at various Corps facilities on the Tennessee River until lock construction is complete. An IWTF cost-shared project, funding for lock con-

struction will not be available in the near future, as with the Kentucky Lock, without a solution to the IWTF funding crisis.

Dr. Larry Bray, Research Professor for the Center for Transportation Research at the University of Tennessee told conference attendees that members of the public do not fully appreciate the value of the 9-foot navigation channel that exists on the nations Inland Waterway System. Referring to the United Launch Alliance production facility in Decatur, Alabama where Delta and Atlas Rockets used to launch commercial and military payloads are produced then shipped via the Tennessee, Ohio, and Mississippi Rivers in route to launch sites in Florida and California, Bray said, "Americans who use cell phones or receive weather reports benefit from commercial navigation." Dr. Bray also pointed out the financial benefits to waterfront property owners who realize stable and increased values associated with navigable waterways, according to results of a recent study by the University of Tennessee.

In recent years, the Tennessee River has been targeted as a source of water for municipal and industrial users far removed from river's basin. Recent proposals by the State of Georgia have included moving the Georgia/Tennessee state line one mile to the north in an effort to gain riparian access to the waters of the Tennessee River. Georgia officials have also proposed the trading of water from the Tennessee for high-speed rail access between Atlanta and Chattanooga. Areas in northwest Georgia are expected to exhaust their available water supply by as early as 2017 while Metro Atlanta will likely outgrow their supplies within 20 years.

The Tennessee Valley Authority's (TVA) Manager of Water Supply, Gary Springston told TRVA that recent policies adopted by the TVA Board of Directors will require board approval of any potentially harmful interbasin transfer of water from the Tennessee of more than 1 million gallons per day. Any withdrawals of water from the

Tennessee resulting in an interbasin transfer must first meet the requirements of TVA's 26a permitting process that includes home state approval of any withdrawal; NEPA review; notification and comments by all neighboring states that will be affected by the withdrawal and; an EIA or EIS based on need. Mr. Springston stated, "Even if Georgia is successful in moving the state line to gain access to the Tennessee, they will still be required to meet all TVA permitting requirements for withdrawals of water from the Tennessee River."

US Congressman Chuck Fleischmann (TN3), a freshman member of the House Committee on Transportation and Infrastructure offered the Keynote Address of the conference. In his comments, primarily related to the Chickamauga Lock Project, Congressman Fleischmann indicated his efforts to secure funding for the Federal Project located in his district are ongoing. "I have spoken with Chairman Mica (T&I Chairman), and I have spoken with Speaker Boehner about the need to fund this project" Fleischmann said. Referring to the traditional methods used to direct funds to projects in individual congressional districts and a member of the conservative freshman class in Congress, Fleischmann said, "Earmarks are gone forever and they are not going to come back, the solution rests in fixing the Inland Waterways Trust Fund."

In 2012, the TRVA Board and Membership will continue to closely follow developments related to potentially harmful transfers of water out of the Tennessee River Basin. It will also continue to support the Inland Waterways Users Board's Capitol Development Plan (CDP) as a solution to the funding crisis of the IWTF. The CDP will not only insure the timely completion of projects on the Tennessee River, but will also provide a reliable funding source for future rehabilitation and improvement of our nation's critically important Inland Waterway Transportation System.

TRVA 2012 Officers & Board of Directors

President- **Ron Coles**- WR Coles and Associates, Nashville, TN
 Vice President- **Hal Greer**- Florence-Lauderdale County Port Authority, Florence, AL
 Vice President- **Elaine Patterson**- Olin Chemical Corporation, Chattanooga, TN
 Vice President- **Ronnie Pritchard**- RP Consulting, Brentwood, TN
 Vice President- **Joe Vancil**- Ingram Barge Company, Paducah, KY
 Secretary-Treasurer- **Cline Jones**- Tennessee River Valley Association, Decatur, AL
 Board Chairman- **Mark Hommrich**- Volunteer Barge & Transport, Brentwood, TN

Board of Directors

Mike Bohleber- Pine Bluff Sand and Gravel, Nashville, TN
Robert Brewer- Crouse Corporation, Paducah, KY
Ray Burkhart- Burkhart Enterprises, Knoxville, TN
Ken Canter- Paducah-McCracken Riverport Authority, Paducah, KY
Kenny Gillum- Kentucky-Cumberland Coal Company, LaFollette, TN
Glenn Hendon- Hunter Marine Transport, Inc., Nashville, TN
Don Lee- Ft. Loudon Terminal, Lenoir City, TN
Mark Mayfield- James Marine, Inc., Paducah, KY
Frank McKee- University of Tennessee CTAS, Nashville, TN
George Moss- Tennessee Department of Transportation, Nashville, TN
Alex Nelson- Nelson Services Group, Florence, AL
Tim Parker III- Parker Towing Company, Tuscaloosa, AL
Matt Prince- Tennessee Southern Railroad, Mt. Pleasant, TN
Laurence Seacrest- Basic Resources, Knoxville, TN
Peter Serodino, Jr.- Southern Marine Construction, Chattanooga, TN
Charles Smith- Hanson Professional Services, Nashville, TN



TRVA "Pic of the Valley"

This "Pic of the Valley" is of a gathering of The American Great Loop Cruisers Association (AGLCA). AGLCA Members hold their week long Annual Fall Rendezvous in October at the Joe Wheeler State Park on the Tennessee River.

Loopers from across the nation look forward to visiting the Tennessee River in the fall where they enjoy the calm waters of the region's lakes, modern accommodations, efficient infrastructure, and the beautiful fall colors on and adjacent to the banks of the Tennessee.

TRVA visited with Loopers in the marina encouraging their support for sufficient funding of our nation's waterway infrastructure that is used extensively by their members and recreational boaters nationwide.

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

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