CORPS'PONDENT

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Portland District

Corps volunteers Dave and Sheryl Rambeau, left, and Dee DeBerry help make a visit to the Rogue River Basin Project in southern Oregon a memorable experience.

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Commander's Column

Preparing for tomorrow NOW by encouraging our communities to get excited about STEM

Col. John Eisenhauer, P.E.

At a recent Portland District town hall, Lt. Gen. Thomas Bostick said we needed to remember only 12 words to know where the U.S. Army Corps of Engineers was headed over the next few years. But it was the last three of those words that really captured my attention – Prepare for Tomorrow – and more specifically, his comments about STEM.

STEM is the acronym used to describe the Science, Technology, Engineering and Mathematics fields of study in the United States. During his speech, the Chief cited some disturbing statistics, saying that America ranks among the lowest in the world – with only 14 countries graduating a lower percentage of engineers. He said, even though our nation is a world leader in other areas, we rank with developing countries like Bangladesh and Cambodia in terms of our success to produce engineering graduates.

This isn't the first time I've heard the Chief address this issue and his comments only re-emphasized my desire to focus on STEM outreach programmatically here at Portland District.

With that, and as I begin my last year as commander of the Portland District, it is my goal to develop a sustainable outreach program to reach our children at all grade levels – elementary, middle and high school and college – to develop their interest and, even excite them, about STEM areas of study.

The endeavor must be long term and not just a quick 'check the box' effort to mark off our responsibilities concerning this issue.

Instead, my fundamental goal is to increase the number of students coming out of high school who choose to pursue a STEM vocation or degree in college. I want each of us to excite students of all ages about STEM and, where appropriate, discuss opportunities within the Corps of Engineers.

Many of us also are engineers or scientists, or engaged with math or technology, so another goal for you and me both, is for us to 'honor our profession' through our intentional efforts to develop future generations.

I also want to be sure we are providing the same information and opportunities to our underrepresented populations, women and minorities around Oregon and southwestern Washington.

To begin, I've met with District leaders to clarify our STEM outreach goals as well as develop beginning objectives to help carry them out. Together, we decided that a "slow is smooth; smooth is fast" approach will ensure an enduring plan for the future – that can be carried out for years to come – by any commander or any staff.

Some outcomes of the gathering included the need to capture what the District was already doing in terms of STEM outreach. We also need to establish a planning team to further develop objectives, identify partnerships with schools, community organizations and associations, do research and development to plan a purposed program of STEM activities, events and education targeted at all levels of school and community engagement.

We need people for this effort who are passionate, not only about this issue, but also about the groups we are targeting. We need your knowledge and experiences to help us shape this program. Many of you will likely be involved at some level or another … but if this is an area of interest to you I encourage you to see how you can get involved now – wherever you work and live. You can do this by contacting Erica Jensen in the Public Affairs Office.

Reflecting back on the Chief's final remarks at the town hall, he talked about the year 2042. That's 29 years from now, and a good amount of time for us to help increase the number of students coming out of high school who will pursue a STEM vocation or degree – and some of whom, may eventually become one of our Corps leaders of tomorrow.

COL Ike

Debra Henry

Regulatory Project Manager, Operations Division

Debra Henry, who is originally from Ohio, has worked for the U.S. Army Corps of Engineers Portland District for five years. She also worked for the U.S. Forest Service, Oregon Department of Fish and Wildlife, and the Bureau of Land Management. During her career Henry has tagged fish, surveyed lakes and counted spotted owls.

Describe your job.

I review Department of the Army permit applications for work that might impact the aquatic environment. I like working with people to help them complete their projects; I let them know about any permitting constraints and how we can resolve them.

What do you find most rewarding about your job?

As a biologist I help to protect our aquatic resources, while also allowing reasonable development. Water is a limited resource. I like working with applicants to ensure they do their best to minimize impacts to the environment.

What was your first job?

My parents owned a Dairy Treat and I worked there when I was 14, taking orders and serving ice cream cones. It was fun and I think that's why I like to interact with people. There were so many different people who came up to my window; different lifestyles and attitudes. That job taught me how to work with people.

What is your favorite travel destination?

I go to Montana every July to go fly fishing. They have a great fisheries and it's managed very well. You can catch a lot more fish there than you do in Oregon. I've gone fishing there for the last four summers, so I know a lot of good spots. It's easy to get in there, get into the holes, get your fish and move on to the next.

Why do you like fly fishing?

I love being out on the water. You hear the birds and you hear the water that's flowing by; it relaxes me. My background is as a wildlife biologist, so I tend to look at all the wildlife. While I'm fishing I'm also looking around for birds.

Corps of Engineers photo

Debra Henry loves fly fishing and being on the water. Her passion for the outdoors helps her to find ways to help applicants have successful projects while protecting the natural environment.

Essayons dredges Alaskan channel

Corps of Engineers photo

Portland District's dredge *Essayons* and its crew spent part of their summer in Alaska, dredging in the Cook Inlet navigation channel about six miles from Anchorage. The federal navigation channel was constructed in 2000 and is essential to ship traffic entering and leaving the Port of Anchorage. Before the *Essayons* arrived, sand in the channel reduced depths by eight to ten feet above the authorized depth. The ship removed more than two and a half million cubic yards of material, nearly 300,000 truck loads, from the navigation channel in just 33 days.

The *Essayons* is one of only two Corps-owned dredges on the West Coast. The ship was built in 1983 and designed to dredge anywhere in the world. Its work typically takes it from Hawaii to the Pacific Northwest to Alaska. Getting the *Essayons* to Alaska for the 2013 season required considerable team effort across several Corps districts.

Portland District leaders get filthy in 19th Annual Mount Hood Scramble

Photo courtesy of Annual Mount Hood Scramble

Portland District leaders Jim Mahar chief, Operations Division, and Steve Miles director, Hydroelectric Design Center, celebrated the Corps of Engineer's 238th birthday in style – they ran in the 19th Annual Mount Hood Scramble.

Nicknamed the "Grandfather of Filth," the 6.4-mile course runs up and down the rugged slopes of Mount Hood. According to the race materials: "This (race) is packed with adventure: hills, creeks, rock, dirt, heavy brush and more. Wear clothes you don't mind ruining, and bring band-aids if you are concerned about some bleeding. As for aid stations ... there is plenty of water on the course, but I'd think twice about drinking it ... especially after you waded through it."

Both completed the race in under an hour. Mahar actually completed the race 25th (overall) and first of eight in the 55-59 age group with a time of 59:40. Miles finished 27th (overall) and third of 17 in the 45-49 age group with a time of 59:48.

Leadership Development Program welcomes new class

By Erica Jensen, Public Affairs Office

Fifteen employees selected for this year's District Leadership Development Program will spend the next year together, honing their presentation skills and learning about leadership principles in action. A capstone project will conclude the program proving and highlighting their personnel management, team building and project development skills.

The class will be facilitated by Dean Criscola, chief of Resource Management, and John Etzel, deputy director of the Hydroelectric Design Center, both of whom bring a tremendous amount of individual, organizational and national leadership experience to the three academic components of the program.

LDP is an intensive year-long program that requires time, dedication and commitment. Coursework is at the graduate level and participants can either earn college credits toward a master's degree or the slightly less rigorous certificate of completion.

To learn more about what makes Portland District's LDP one of the best in the Corps, visit *https://intranet.usace.army.mil/nwd/nwp/sp/Pages/LDP/Classof2013.aspx*

John Etzel
LDP Facilitator,
Hydroelectric
Design Center

Dean Criscola
LDP Facilitator,
Resource
Management Office

Kellen Shide
Hydroelectric
Design Center

Robert Troyer
Bonneville
Lock and Dam

David Griffith
Environmental
Branch

Gretchen Smith
Environmental
Branch

Jim Kiel
Engineering and
Construction
Division

Kevin Hace
Engineering and
Construction
Division

Photo by Billie Johnson, ACE-IT Visual Information

Left to right (seated): Robert Troyer, Bonneville Lock and Dam, Elvon Childs, Planning, Programs and Project Management Division, Gretchen Smith, Environmental Branch, Salina Hart, Engineering and Construction Division, Scott Randall, John Day Lock and Dam.

Left to right (middle row): Kellen Shide, Hydroelectric Design Center, Bill Abadie, Planning, Programs and Project Management Division, John Etzel, Hydroelectric Design Center, Tom Taylor, Operations Division, Gary Wageman, John Day Lock and Dam, Dean Criscola, Resource Management Office.

Left to right (top row): Pete Dickerson, Engineering and Construction Division, Kevin Hace, Engineering and Construction Division, Tim Dykstra, Northwestern Division, David Griffith, Environmental Branch, Greg Barrowcliff, Willamette Valley Project, Jim Kiel, Engineering and Construction Division.

Greg Barrowcliff
Willamette Valley
Project

Scott Randall
John Day Lock
and Dam

Tom Taylor
Operations
Division

Gary Wageman
John Day
Lock and Dam

Salina Hart
Engineering and
Construction
Division

Elvon Childs
Planning, Programs
and Project
Management Division

Pete Dickerson
Engineering and
Construction
Division

Bill Abadie
Planning, Programs
and Project
Management Division

Tim Dykstra
Northwestern
Division

Building blocks toward leadership

Cranes take the loads off and up and over

Corps of Engineers photo

By Amy Echols, Public Affairs Office

Omnipresent cranes do the heavy lifting around Corps projects, like strong workhorses on a pioneer farm. All Corps dams have one. The spillway gates at Bonneville Dam and other dams need them, and they slice the horizon of almost every Corps construction project.

Since the 1930s, gantry cranes (left) have moved equipment and lifted spillway gates to varying heights at Bonneville Dam.

The Corps mobilized some of the world's largest mobile cranes to maneuver mammoth sections of old and new downstream navigation lock gates at several Columbia River dams in 2010. The cranes removed six old gate sections, offloaded new sections from floating barges and installed new pre-fabricated sections.

With a 200-foot main boom to balance and 250 tons to lift, the crane (below) is stacked with 1.4 million pounds of counterweight during a job at John Day Dam.

Photo by David Mackintosh, John Day Lock and Dam

In the Willamette Valley, Dexter Dam's permanent gantry crane (upper right) stands sentry as a mobile crane supports spillway gate repairs. The mobile crane (inset) lifts a new gate arm into place.

On the Oregon coast, mobile cranes (right) moved enormous rocks to repair the cap of the Tillamook Jetty. These modern workhorses lugged rocks weighing up to 50 tons to build up a safer entrance to Tillamook Bay for maritime traffic.

With another in the background, this crane (far right) dredges sediment near Bonneville Dam. If not removed, sediment can enter a flow channel and settle inside the dam structure, where its removal is more difficult.

Photos by Harley Grosvenor, former Corps of Engineers employee

Photo by Matt Rabe, Public Affairs Office

Photo by Diana Fredlund, Public Affairs Office

Gantry Cranes

Gantry cranes on the exterior decks of Corps powerhouses install and remove stoplogs for maintenance and lift spillway gates for repairs. The cranes move the length of the powerhouse on deck rails.

Water-filled bags hang from the John Day Dam gantry crane (right) during a load test of its 50-ton capacity.

Photo by Mike Decker, John Day Lock and Dam

Bridge Cranes

Overhead bridge cranes travel the interior length of Corps powerhouses, mounted on parallel rails above the huge generators. A hoist, the lifting component of a crane, travels across the width of the bridge crane carrying loads and suspending multi-ton parts for maintenance and installation projects.

A smaller bridge crane with a capacity of 300 tons "flies a load" in Detroit Dam's powerhouse.

Photo by Dave Stanton, Office of Safety and Occupational Health

Volunteers make all the difference!

By Melissa Rinehart, Operations Division

You'll find Dave and Sheryl Rambeau at the McGregor Park Visitor Center this summer, giving presentations, helping to monitor visitor usage and picking up litter around Lost Creek Lake. They are full-time RVers spending the summer volunteering at the U.S. Army Corps of Engineers' Rogue River Basin Project in southern Oregon. They say volunteering keeps them active, gives them a chance to meet new people and see new places.

Its smiling faces like the Rambeaus and those of hundreds of other Corps of Engineers volunteers that help keep the Portland District's recreation programs robust and a great experience for visitors.

The Rambeaus are considered seasonal volunteers but the Corps also benefits from the work of many others who volunteer for just a day to clean up shorelines, remove invasive plant species, pick up litter or work on other projects while also, occasionally, introducing a curious public to the Corps mission.

In 2012, there were more than 930 seasonal and one-time volunteers who brought their experience and skills to enhance what our campgrounds and recreation areas can offer. A retired engineer can explain details of hydropower generation, or a professional photographer and graphic designer can provide high-quality photos and artwork that will help show off the park's beauty. Volunteers with customer service backgrounds know just how to welcome our visitors, whether it's placing flowers in the restrooms, or knowing and suggesting local area excursions.

James Browne, a retired veterinarian and lecturer, has volunteered in the Bonneville Lock and Dam visitor center and bookstore for the past nine years. His public speaking skills help both him and the Corps as he explains the history of Bonneville Dam and its purposes to visitors. Dee Deberry's first job as a park aide likely helps her as she educates visitors about the Rogue River Basin Project and the area's recreation opportunities.

As with all federal agencies, the Portland District's recreation program is operating under a tightened budget. Volunteers are becoming ever more important to accomplishing not just special projects, but day-to-day operations in Corps parks. "Using volunteers for some of our day-to-day work can be a huge boost to our program when operating under reduced budgets," said Patti Williams, chief of the Natural Resources Section for the Portland District.

A recent example of this type of cost savings happened when 42 employees from Google descended on The Dalles Dam Visitor Center, Seufert Park and Patterson Park. Spending the day on the project, they spent a combined 129 hours painting guardrails and signposts, improving trails, draining and scooping silt from Patterson Pond, removing brush and weeds, and planting 37 native plants. In total, their efforts saved the Corps nearly $3,000.

When asked, Park Ranger Joe Ross said, "Willamette Valley Volunteers are the best!" It is likely that all of the managers and rangers at Corps projects feel the same way.

Volunteers not only help visitors – they help staff. Their help makes it possible for uniformed rangers to focus on visitor assistance, educational programs and enforcing park rules for the safety of all. A bond of mutual respect and gratitude develops over time, especially when volunteers return year after year, like James Browne at Bonneville Lock and Dam.

"I consider it a privilege to be a Corps volunteer," said Browne. "Early on I also volunteered with other agencies in the Pacific Northwest but eventually chose to serve at Bonneville exclusively because the volunteer program at the dam is so well organized with staff that respect and value their volunteers. I appreciate knowing someone considers me up to the task and useful."

Portland District's 930 volunteers have certainly made a difference on its lands, projects and with the public who visits them.

How to Volunteer

Volunteering at a Corps park is easy to do. The National Volunteer Clearinghouse links prospective volunteers with Corps of Engineers lakes in the Pacific Northwest and in 39 states across the country. Information is available online at ***www.corpslakes.us/volunteer***, or call **1-800-VOL-TEER**. Don't hesitate to contact the Volunteer Clearinghouse or the volunteer coordinator at any Corps of Engineers lake – they will be happy to provide more information.

Photo by Amber Tilton, The Dalles Lock and Dam

(Photo by Christie Johnson, Willamette Valley Project)

Far left and top: In June, 42 Google employees donated 129 hours of labor for service projects at The Dalles Visitor Center, Seufert Park and Patterson Park.

Above left: Corps volunteer James Browne educates visitors about Bonneville Dam's purposes while staffing the Washington Shore Visitor Center information desk at Bonneville Lock and Dam.

Above right: The entire Intros family volunteered to plant trees at Schwarz Park during National Public Lands Day last September.

By the Numbers ...

938 **Volunteers** in 2012

21,947 **Hours** worked by volunteers

5 **Operating projects**

$478,225 **Savings** to the Corps

Volunteerism – the unexpected gifts of giving

A commentary by James Browne,
Volunteer, Bonneville Lock and Dam

[Corps volunteer James Browne staffs the book store and information desk at the Bonneville Fish Viewing Building on the Washington shore side at Bonneville Lock and Dam. He has volunteered every summer at Bonneville for nine years.]

Photo by Claudia Round, Bonneville Lock and Dam

At its very essence, volunteering is contributing one's talents, skills and worth to other human beings – unselfishly and without seeking reward. I consider volunteering my opportunity to give back to the people who supported me and my family while I was in school and building my career and life.

However, I've also experienced unexpected personal benefits as a result of volunteering.

As a volunteer I've discovered that I can do all kinds of things I never thought possible, which benefits not only the organization I'm serving, but also myself.

Volunteering makes me feel good. Keeping healthy can be a challenge but volunteering helps me stay fit.

Volunteering has led me to new perspectives on life and to a whole new world. It's an opportunity to learn new things and to stimulate my mind, another essential element in life.

I am passionate about volunteering because I consider it a privilege

DAILY CRYPTOQUOTES – Here's how to work it:
A X Y D L B A A X R
is L O N G F E L L O W
One letter stands for another. In this sample, A is used for the three L's, X for the two O's, etc. Single letters, apostrophes, the length and formation of the words are all hints. Each day the code letters are different.
5-1 CRYPTOQUOTE
V O L U N T E E R S A R E U N P A I D
W Z X D M C U U L E O L U D M B O S P .
N O T B E C A U S E T H E Y A R E
M Z C Y U H O D E U C G U J O L U
W O R T H L E S S B U T B E C A U S E
Q Z L C G X U E E . Y D C Y U H O D E U
T H E Y A R E P R I C E L E S S .
C G U J O L U B L S H U X U E E .

that someone thinks I have what it takes to be a volunteer – to be given the opportunity to be useful. *[For retirees, this is important as it deters negative thoughts and feelings of worthlessness that creep into our minds as we age.]*

I began volunteering at the Bonneville Lock and Dam in 2005. I work with a well-organized staff who respect and value their volunteers – and who work with us to solve problems or overcome shortcomings. Above all, they encourage FUN – while working in the dam's visitor center and bookstore or elsewhere on the project.

A CRYPTOQUOTE puzzle I recently worked sums it up for me, "Volunteers are unpaid not because they are worthless – but because they are priceless."

My volunteer experiences at Bonneville Dam have truly been priceless.

District takes Dam Safety exercises to community partners

By Scott Clemans, Public Affairs Office

Many Portland District employees have been involved in a Dam Safety exercise at some point in the past few years. Some exercises simply test a section's or project's telephone notification tree. Others may include a "what if?" talk-through of a potential dam failure scenario. Still others might involve forming incident management teams at the operating projects, activating the Emergency Operations Center at district headquarters, and basically doing – or at least simulating – everything including rolling out the bulldozers, pumps and sandbags.

What these exercises haven't included, though, are the people who would bear the brunt of preparing for and dealing with the effects of an actual dam safety incident – the firefighters, paramedics, police officers, road crews and other emergency responders in downriver communities and counties. But that's changing this summer.

The District's Dam Safety and Readiness sections are continuing an aggressive schedule of internal drills, but they are also traveling to the Rogue and Willamette basins and the Columbia Gorge this summer to hold project familiarization sessions and tabletop exercises with local and county emergency managers and responders.

"It's our job to respond to emergencies at our own dams, but downriver communities need to understand what we know and do in these situations," said Matt Chase, who coordinates and leads dam safety exercises in Dam Safety. "That way they'll have a better idea of how to cooperate with us in an emergency – knowing who to call, what information and assistance they can expect, and what actions they should take to maximize public safety."

Emergency managers' knowledge about Corps dams in their area varies widely – several southern Oregon officials didn't know the location of the Rogue River Basin Project office when invited there for the first

Rendering of The Dalles Dam Spillway, Columbia River, Oregon, 1954

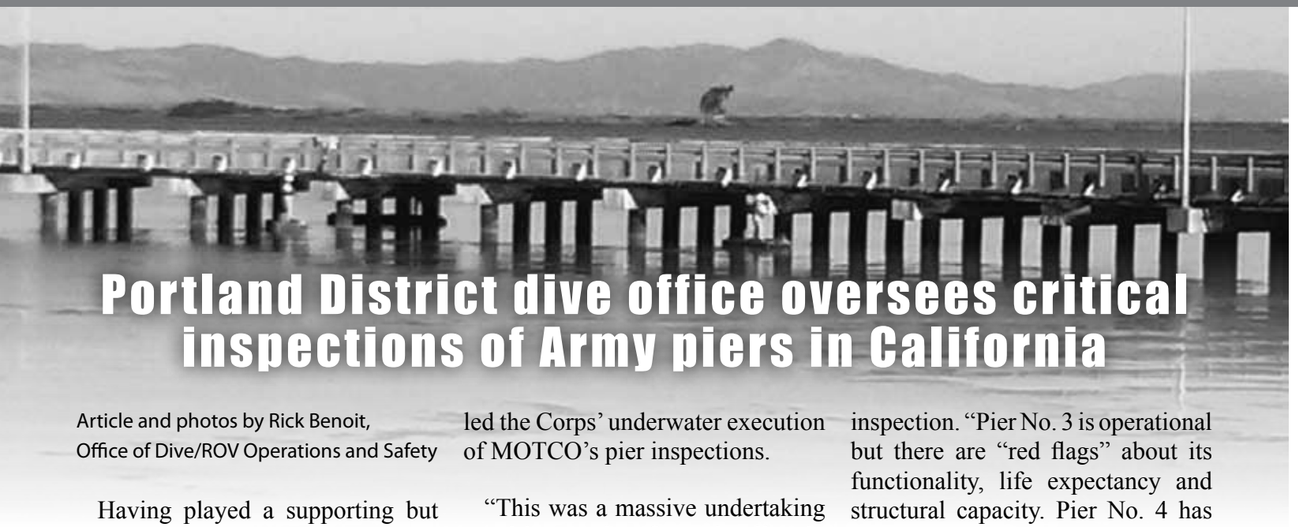
meeting – so Chase and Paul Jewell, Readiness Section training and exercise coordinator, are starting with the basics in this first round of meetings.

"We're giving them an overview of lock and dam project missions and water management operations, as well as our Dam Safety inspection program and emergency response procedures," said Jewell. "We're also introducing the new inundation maps, which show what areas downriver might be flooded following a dam failure."

The new maps show worst-case scenarios, Chase explained, so it's vital that emergency managers understand the assumptions behind what the maps show, as well as how to read them to identify areas most at risk.

Operating on the "crawl, walk, run" principle, after establishing relationships with county emergency managers and a basic understanding of each others' capabilities and processes this year, Chase and Jewell plan to hold an increasingly complex series of exercises with our partners in future years.

"Our dams provide many benefits to the people of the Pacific Northwest, but those benefits are always accompanied by some degree of risk," Chase said. "We want our partners downriver to understand that risk, and be able to work together with us to respond to and minimize the risks that arise in an emergency situation."



Portland District dive office oversees critical inspections of Army piers in California

Article and photos by Rick Benoit,
Office of Dive/ROV Operations and Safety

Having played a supporting but historically critical role during every armed conflict since World War II, piers at the Army's Military Ocean Terminal, Concord, Calif. are receiving some long-overdue attention from the country it has served since 1942.

If all goes according to plan – a multi-million dollar construction and rehabilitation project by the U.S. Army Corps of Engineers – work at MOTCO and its system of three primary piers will begin in 2016.

Inspections to document structural damage and estimate repairs to MOTCO's piers were completed by the Corps' Engineering and Research Development Center in 2011 and 2012. More dive inspections are scheduled for September 2013, and will be repeated every two years until pier modernization is complete.

The Portland District Office of Dive/ROV Operations and Safety led the Corps' underwater execution of MOTCO's pier inspections.

"This was a massive undertaking requiring a series of complex dives in bad weather with cold, fast-moving water and poor visibility," said Todd Manny, Portland District's deputy dive coordinator. "But it had to be done as divers and the dive team needed to know about structural dangers and the possible existence of unexploded ordinance below the underwater mud line."

The limited operational status of MOTCO's waterfront warship-loading structures located on Suisun Bay has national security implications – it's from this facility that the U.S. Army, thru its 834th Transportation Battalion, ships about 25 percent of the Nation's ammunition and ordinance needs.

"Previous inspections found Pier No. 2, which has been inoperable for five years, structurally inadequate to handle its missions due to load restrictions and a general condition of decay," said ERDC engineer Kevin Haskins, who is project manager for the MOTCO pier inspection. "Pier No. 3 is operational but there are "red flags" about its functionality, life expectancy and structural capacity. Pier No. 4 has load restrictions and is also in need of repair."

An engineering and diving team from KCI Technologies and Pennoni Associates, under contract with USACE, executed the $350,000 MOTCO pier inspections.

The seven-person dive team mobilized four times from the east coast to MOTCO and followed a surface-supplied SCUBA methodology to facilitate nearly nine weeks of diving.

"Besides the usual physical and environmental difficulties, such as low visibility, cold water, fluctuating currents and tides, an extremely challenging aspect of this dive mission was onsite record-keeping as well tracking diver location within the "underwater forest" of nearly 16,000 pier pilings," said dive supervisor Ikaika Kincaid, a senior engineer and dive manager with KCI. "In spite of these challenges, our exceptional team kept everything on-track – resulting in a safe and efficient inspection and allowing us to provide MOTCO, SDDC and the Corps with precise and accurate findings."

Above: Working 12-hour days, KCI divers employed a mix of non-destructive testing techniques to inspect MOTCO's four piers – which, together, totaled almost 2.8 miles of nearly 16,000 timber and concrete piles that were submerged in depths of water of up to 50 feet.

KCI divers worked 12-hour days performing a mix of Level I, II, and III non-destructive testing techniques to inspect the four piers – which totaled about 2.8 miles of timber and concrete piles, submerged in depths of up to 50 feet underwater.

"The timber portions of MOTCO's piers were built in the 1940s and are very similar to the technology of piers, wharves and docks built in the late 1800s," said KCI senior structural engineer John Hudacek, who also served as the company's MOTCO project manager. "Essentially, they are 19th-century style structures supporting 21st-century critical military operations. It was imperative that we provide precise information to MOTCO and SDDC about deteriorating pier conditions along with our recommendations for mission-required repair planning."

As part of the inspection's review and follow-up, SDDC urgently requested the Corps, KCI and Pennoni expedite a Level III underwater inspection of Pier No. 3 – the only operational waterfront structure to on load and off load munitions at MOTCO. This mission, utilized advanced techniques (beyond the visual and tactile surveys of Level I and II inspections) to determine structural damage to pier timbers caused by marine boring worms and their impact on the pier's loading capacity and stability.

Two giant gantry cranes stand in wait at Military Ocean Terminal, Concord, Calif., Pier 3, the U.S. Army's primary West Coast distribution point for ordinance and ammunition.

Through four cross-country mobilizations to MOTCO, the seven-person dive team utilized a surface-supplied SCUBA methodology to dive 95 times within nine weeks -- using 190 tanks of air to perform 285 hours of underwater work.

In less than two weeks, the KCI dive team extracted nearly 300 timber samples for wood experts who examined and determined wood-preserving creosote levels as well as the amount of decay and marine borer damage.

"Findings from the inspection of Pier No. 3 were eye-opening for the installation and SDDC," said Haskins. "But their desire to further investigate the structural degradation of the piers probably prevented a catastrophe.

"The over-arching goal of the IMCOM program is to find and correct deficiencies before there is failure," continued Haskins. "Our work at MOTCO is an example where going the extra mile and taking an extra step programmatically was, inherently, a good thing."

MOTCO Pier No. 1 is also the site of the Port Chicago Naval Magazine National Monument built to honor 320 Navy and Navy civilians killed July 17, 1944, by a massive explosion while loading ships with ammunition for use in the Pacific Theater.

"Seeing the remains of Pier No. 1 every day and the National Memorial dedicated to the mostly African-American workers who died in that explosion was very sobering," said Kincaid. "It reminded me, daily, that safety can never be overlooked. No matter how much of a "hassle" safety precautions may sometimes seem, those safety procedures are in place for a reason; they save lives."

You are the face of the Corps. Share these messages with your family, friends and community.

Coyote Island Terminal regulatory permit application review

Where are we in the review process?

We are continuing our environmental assessment of permitting the Coyote Island Terminal shipping terminal project at the Port of Morrow near Boardman, Ore. As we consider direct, indirect and cumulative effects, we may determine that some are likely to have a significant impact on the environment, which would trigger the need to prepare an environmental impact statement.

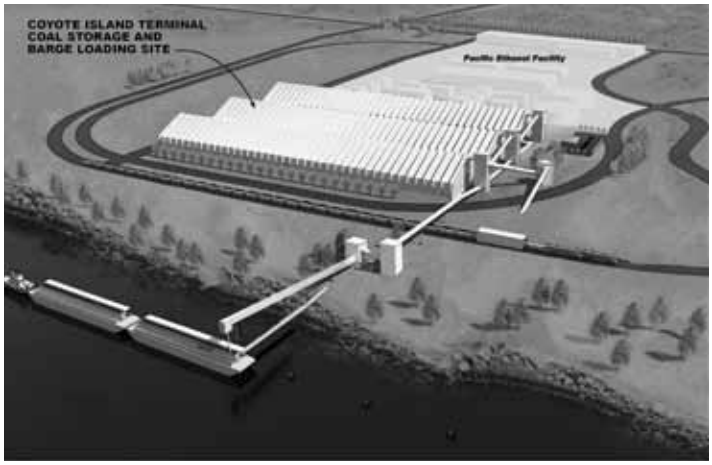
We are coordinating with federally recognized Indian tribes to obtain information concerning the nature of impacts of concern to them. We are also consulting with the National Marine Fisheries Service, the State Historic Preservation Office and other interested parties to determine the project's potential impacts to endangered species and cultural and historic properties.

These consultations tend to be the lengthiest part of our application review. Right now we still don't have a sense as to how long they will last, so we can't speculate on a timeline for completion.

While those consultations are ongoing, we're also continuing to evaluate those parts of the proposed project within our control and responsibility, to determine impacts to recreation, navigation, economic interests and other public interest factors.

What is our authority over this project?

Our regulatory authority over the proposed Coyote Island Terminal is Section 10 of the Rivers and Harbors Act of 1899, which gives us authority to ensure that there are no obstructions to the navigable waters of the United States from construction of piers, jetties and weirs; dredging projects; and other in-water work.



We are fully committed to protecting and maintaining the navigable capacity of our Nation's waters and to protecting our aquatic resources through fair, flexible and balanced permit decisions.

What will we consider, and why?

We will analyze the potential impacts of the specific activity requiring a Corps permit – in this case, the construction of the barge dock – and those portions of the entire project over which we have sufficient control and responsibility.

We consider rail traffic, coal mining, shipping coal beyond the territorial seas or burning coal to be beyond our control, responsibility and/or expertise. Some of these activities are regulated by other federal agencies. Some are are too attenuated and too far removed from the activities we regulate to require our analysis.

We do think there is a close causal relationship between permitting the terminal and an increase in vessel traffic within certain U.S. navigable waters, so we will assess the indirect effects of vessel traffic.