



## IN THIS ISSUE

- C-111 RECORD OF DECISION SIGNED
  - LEADERS VISIT JACKSONVILLE HARBOR
  - DISTRICT TEAM MEMBERS RECEIVE PRESTIGIOUS AWARDS
- ...AND MORE



# JAXSTRONG

*jacksonville*

OUR WORK • OUR PEOPLE • OUR DISTRICT

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## COMMANDER'S CORNER

### MESSAGE FROM COL. ALAN DODD

#### PARADIGMS (AND \$\$\$) SHIFT FROM "PROJECT" FOCUS TO "WATERSHED" FOCUS

Choose the answer that does not fit with the other choices:

- |                                    |                                |
|------------------------------------|--------------------------------|
| a. Budget cycle                    | d. Congressional authorization |
| b. Office of Management and Budget | e. Stakeholder input           |
| c. President's budget              |                                |

You would probably choose answer "e. stakeholder input." You would have been correct -- yesterday. Not so much, looking forward. As we continue this series of columns on civil works transformation, this month we examine how our budget process must transform from a project-focused to a watershed-focused approach. Once again, we are rethinking old paradigms and looking at more efficient ways to deliver our product faster, better and cheaper.

When the Corps talks "cheaper," what we really mean is more streamlined and efficient. Previously, we have budgeted for projects based on the business lines model. The Corps' civil works business lines include navigation, flood risk reduction, environmental restoration, hydropower, recreation, environmental stewardship and water supply. For budgeting purposes, the projects are evaluated and ranked within the business lines, using performance-based budgeting metrics such as cost-benefit ratios, cost per acre of wetlands restored, habitat scarcity, economic benefits of imports and exports at deep draft ports, and health and safety of human life. Projects within the business line that have high ranking benefits to the nation are included in the annual budget regardless of changing needs and priorities. Our budgets are created in 22-month cycles and are developed months in advance of the release of the president's budget and final congressional appropriation.

Jacksonville District just completed initial development of the fiscal year 2014 budget, where projects were evaluated along business lines based on their individual performance. This budget is now in deliberation between USACE and the Assistant Secretary of the Army for Civil Works and is scheduled to be submitted to the Office of Management and Budget (OMB) in late September. During October and November, OMB evaluates our request on behalf of the administration. The president's fiscal year 2014 budget will be released on the first Tuesday in February. Congress then weighs in, and by October 1, 2013, we will either have an approved appropriations bill or continuing resolution authority to keep the government in business until final budget approval.

This budget development approach will change with the development of the program for fiscal year 2015. Starting in March 2013, we will begin developing a budget using a watershed approach. This means that we will consider our projects across business lines and work with our state stakeholder, the Florida Department of Environmental Protection and its water management districts, to make science-based, risk-informed decisions about the funding priorities within a given watershed. At the end of the day, our stakeholders will need to buy in on the many competing interests for water management, including deeper ports, increased water supply, environmental restoration, flood risk reduction, endangered species protection and other important water use needs.

In Jacksonville District, our work with the South Florida Environmental Restoration program and our collaboration with the South Florida Water Management District has given us a head start on transitioning to this new budgeting paradigm. We've been using watershed principles and active stakeholder involvement in developing our SFER budget for the past 12 years. One of our challenges will be to duplicate that effort with other stakeholders throughout the rest of the state and in Puerto Rico. Another challenge will be involving stakeholders early in our budget process without directly communicating specific program year financial requirements, since that information is not released outside the federal government until the president's budget is announced in February.

To date, we have not been given specific guidance on tools and additional performance metrics that may be added to our fiscal year 2015 budget process. We'll know more and learn more as we watch this process unfold at South Atlantic Division (SAD).

As directed by headquarters, each division was asked to pick a watershed within their region and develop a watershed-based pilot budget for fiscal 2014. SAD chose the North Carolina Basins (NCB). This watershed includes four multi-purpose reservoirs, one inland navigation lock and dam system on the Cape Fear River, and two environmental

(CONTINUES ON PAGE 9)

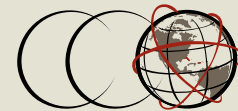
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Corporate Communications Office  
U.S. Army Corps of Engineers, Jacksonville District

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## ON THE COVER

MURDEN BEGINS DREDGING OPERATIONS AT CLEARWATER PASS. THE HOPPER CAPACITY IS 512 CUBIC YARDS AND DISPOSES OF THE MATERIAL VIA A SPLIT HULL CAPABILITY. STORY ON PAGE 3.  
(PHOTO BY JOSE BILBAO)







# New dredging vessel debuts on Jacksonville District project

BY AMANDA ELLISON



The Corps' newest dredging vessel MURDEN makes its debut at Clearwater Pass in Pinellas County. (PHOTO BY JOSE BILBAO)

The U.S. Army Corps of Engineers' newest dredge, named *MURDEN*, is making its debut on a Jacksonville District project in Clearwater, Fla. During its first voyage, the 163-foot vessel is undertaking a maintenance dredging project at Clearwater Pass.

The special dredge vessel is designed to work in shallow draft harbors along the Atlantic coast, and can dredge in water as shallow as four to five feet. The vessel's hopper can hold up to 512 cubic yards of material and it disposes of the material via a split hull capability within a nearshore placement area.

The *MURDEN*'s visit to Jacksonville District is a unique one. Usually vessels of this nature operate in the northern half of the Atlantic coast, and rarely make their way to the Southeast. However, timing was perfect and the vessel was ready for work at the same time the district had a need for its capability.

The benefits of using a Corps dredge on a project like Clearwater Pass is that it requires minimal funding and can quickly respond if and when emergency situations arise.

"Recently there has been little to no funding available for shallow draft projects. Bringing in a dredge with the technical capabilities of the *MURDEN* is greatly beneficial," said Jose Bilbao, project manager. "In this case, we were fortunate to have the *MURDEN* in the area and the Corps is able to do the job, and efficiently place the sand in the littoral system, where it will provide coastal benefits."

While the *MURDEN* makes its debut, another Corps dredge is working at the Ponce De Leon Inlet. The *CURRITUCK*, from Wilmington District, is conducting maintenance dredging at the inlet entrance channel and inlet channels leading up to the Intracoastal Waterway.

"It is very unique to have two Corps vessels working on our Jacksonville District projects at the same time," said Bilbao. "It rarely happens, and we are fortunate to have both of these vessels simultaneously fulfilling our project needs. It's a huge benefit for us all." ♦



*MURDEN* begins dredging operations at Clearwater Pass. The hopper capacity is 512 cubic yards and disposes of the material via a split hull capability. (PHOTO BY JOSE BILBAO)



## Congratulations UAV Team

Victor Wilhelm (left) and Damon Wolfe perform pre-operational checks on the NOVA Unmanned Aerial Vehicle (UAV) prior to using it for the day on Lake Okeechobee. Wilhelm, Wolfe and UAV team members Jon Lane, Jon Morton, Jessica Spencer, Tom Spencer and Larry Taylor were honored recently with a USACE Innovation Award for their work with invasive species and other Corps' programs. ♦

PHOTO BY JOHN CAMPBELL

## Corps responds at start of busy hurricane season BY JOHN H. CAMPBELL



Local officials look at the remains of a parking lot in Pinellas County next to the Gulf of Mexico. Tropical Storm Debby caused significant beach erosion in six counties along the Gulf Coast. Jacksonville District dispatched a team to gather data as part of the formal damage assessment process. (PHOTO COURTESY MARTY DURKIN)

The rain kept coming...and coming...and coming...in buckets...for days.

As the rain kept falling one night in late June, Jacksonville District Natural Disaster Program Manager Logan Wilkinson was dispatched to report to the Florida State Emergency Operations Center (EOC). As he drove, he started feeling uneasy and quickly realized this was no normal rain event.

"I'd look around and see people in their cars, with water all around them, waiting for help," said Wilkinson.

After making it to Tallahassee without incident, Wilkinson spent the next six days working in the state EOC, helping educate state and local officials on the resources and programs at the Corps' disposal to help with the impacts of Tropical Storm Debby.

Tropical Storm Debby was the latest in a series of events that have resulted in a busy start to the 2012 hurricane season. According to the National Weather Service, the formation of Debby on June 23 was the earliest for a fourth named storm of the season in the Atlantic Basin. Debby brought rain, lots of it, with some areas reporting a total of 25 inches from the event.

"We had impacts that aren't normally associated with a tropical storm," said Aaron Stormant, chief of emergency management. "The heavy rain shut down I-10 for a couple of days, and it was hard to travel in some areas of Jacksonville."

The district activated its EOC on June 25, while Debby was making its way from the Gulf of Mexico. Stormant said the early activation put the district in a position to succeed.

"We activated early; we contacted our planning and response teams (PRTs); we requested funds from headquarters so we could augment our EOC," said Stormant. "We were in a position where we could monitor the system and adjust accordingly."

As the storm passed, the Jacksonville District staff entered another phase of the response.

"There was a lot of beach erosion," said Stormant. "Based on that, we contacted the [Jacksonville District] coastal section to assess federal beach projects. At the same time, FEMA contacted us with a mission

assignment to assist with damage assessment of non-federal beaches in the area."

The area of erosion was along the Gulf Coast in Charlotte, Collier, Lee, Manatee, Pinellas and Sarasota Counties. Jacksonville District quickly formed a team to inspect and quantify the damages.

"We'd meet with the sponsor and look at beaches, looking for signs of damage," said Marty Durkin, Planning Division technical lead. "We'd make notes and take pictures. On the non-federal beaches, we'd help FEMA estimate the volume of sand that disappeared and use costs from the latest renourishment to develop an idea of how much money it would take to put the beach back to pre-storm condition."

The damage assessment team prepared preliminary reports. Those that covered federal beaches were forwarded back to the coastal section. Those that covered non-federal beaches were forwarded to FEMA.

In late July, about a month after Tropical Storm Debby moved to the east, a public notice was issued to local sponsors, giving them until the

(CONTINUES ON **PAGE 5**)



Significant beach erosion in Manatee County, resulting from Tropical Storm Debby. (PHOTO COURTESY MARTY DURKIN)





# USACE leaders express commitment to Jacksonville Harbor Deepening Project

BY AMANDA ELLISON



Jacksonville District Commander Col. Alan Dodd (left) and South Atlantic Division Commander Col. Ed Jackson meet with port authority officials to discuss their commitment to the Jacksonville Harbor Deepening Project. (PHOTO COURTESY JACKSONVILLE PORT AUTHORITY)

Huddled in a meeting room that overlooks shipping operations at the Jacksonville Port Authority (JAXPORT), leaders from the U.S. Army Corps of Engineers met with port officials to express their commitment to the Jacksonville Harbor Deepening Project. Jacksonville District Commander Col. Alan Dodd and new South Atlantic Division Commander Col. Ed Jackson attended the meeting to discuss the importance of the project and its priority for the Corps.

The Jacksonville Harbor Deepening Project is a part of President Obama's "We Can't Wait" initiative. The port project was one of five infrastructure projects chosen to be expedited under the campaign.

The harbor deepening study is currently under way, with a feasibility study scheduled to be completed by 2014. Under the new executive order, the feasibility study will be completed and finalized by April 2013, 14 months ahead of schedule. The study is examining the benefits and costs of deepening the federal navigation channel from its existing authorized project depth of 40 feet to a maximum project depth of 50 feet.

"We recognize the importance of the project to Jacksonville as well as the nation. At the end of the day, this will be one of the major ports

to receive these larger vessels, which will help not only the shipping industry but multiple other industries that depend on it," said Dodd.

The accelerated project schedule is being executed as part of the civil works transformation being implemented across the Corps. Transformation is more critical than ever in successfully meeting the administration's goals to expedite critical infrastructure projects, including the port of Jacksonville.

"We are very appreciative of the work being done to facilitate the projects that are on the books, including our port project in Jacksonville," said Paul Anderson, chief executive officer of JAXPORT.

The pilot planning modernization projects will emphasize execution, instill accountability and improve the organizational and operational model regionally and nationally to ensure consistent quality.

"Embracing and implementing planning modernization principles is critical to our relevance, viability and credibility. It is also critical for meeting our nation's infrastructure needs and is critical to the livelihoods of numerous Americans," said Dodd. ♦

## CORPS RESPONDS (continued from PAGE 4)

end of August to apply for potential funding of beach-erosion repairs under the PL 84-99 program. This program allows federal money to assist with repairs necessary to restore the pre-storm function of the beach project. At press time, no local sponsors had submitted requests for assistance.

The early hurricane season activity has prompted the National Weather Service to revise initial forecast projections. The weather service is now predicting 12-17 named storms in the Atlantic this year, which is roughly a 20 percent increase from earlier forecasts. Over the last 30 years, an average season produces 12 named storms, six hurricanes, and three major hurricanes.

"(Debby) wasn't a major hurricane, but that didn't matter to the people in Live Oak," said Stormant, "It was still a record flood event with all the heavy rain."

For more information on how you can be better prepared for a hurricane, go to [www.floridadisaster.org](http://www.floridadisaster.org). ♦



A local sponsor looks at beach erosion resulting from Tropical Storm Debby in Manatee County. Jacksonville District sent a team after the storm left the area to inspect damage and gather data to use in recovery programs administered by the Corps and FEMA. (PHOTO COURTESY MARTY DURKIN)

# Maglio receives USACE Innovation Award BY JEAN PAVLOV



Buck Island Cell A weirs, designed by Coraggio Maglio, won him the 2012 USACE Innovation of the Year Award. Once the design is fully vetted with other districts, it has the potential to revolutionize the way the Corps designs decanting systems. (PHOTO BY CORAGGIO MAGLIO)

Chief of Engineers Lt. Gen. Thomas Bostick presented the 2012 U.S. Army Corps of Engineers (USACE) Innovation of the Year Award to Jacksonville District's Coraggio Maglio, engineering technical lead, during a ceremony at the USACE Senior Leader's Conference in Little Rock, Ark. August 7. It is one of several awards of excellence bestowed annually.

Maglio was nominated by Shelley Trulock, project manager, for his weir design that uses dual box risers on a single slab. A weir is a barrier across a river designed to alter its flow characteristics. Maglio's adjustable weir is a water control structure that allows for the selective release of impounded water. This design is significantly more simplistic due to fewer structures and pieces, less field fabrication and easier installation. It is flexible, in that it can be used in various locations and easily extended vertically and horizontally.

As an additional safety measure, weir structures are typically placed in multiples. Each metal box weir replaces two traditional half-pipe weir structures as they have the same linear crest length, reducing the numbers of structures and discharge pipes passing through the Dredge Material Management Area's (DMMA) embankment.

The steel frame for the new design is easily fabricated and installed. The foundation resists unequal settling and global buoyancy. Other improvements associated with the new design include floating dock access, high density polyethylene (HDPE) outfall pipes, emergency shutoff flap gates, composite weir boards, increased life-cycle, lower initial cost and improved safety during installation and operation. The new structures are offset from the DMMA's interior levee embankment toe to allow for future embankment raising to increase capacity once the initial storage has been exhausted.

Another major advantage of the new weir system is the composite hollow weir boards, which are lighter and easier to handle, and therefore safer than the standard wooden 4x6 weir boards. More importantly, the composite boards have negative buoyancy so there is no tendency for the weir boards to float up and become dislodged in case of high water levels in the weir stack. "This is a 'lesson learned' the hard way, from previous DMMA operational issues," said Maglio.

The first development of this new weir design was with the design and construction of a small DMMA along the Intracoastal Waterway in Palm Beach County, Fla. Since its inception, this system has been used in much larger applications, such as the Buck Island DMMA associated with the Jacksonville Harbor Operations & Maintenance project. It was also used in a large DMMA on the Intracoastal Waterway in Indian River County and it is to be installed in three disposal cells on Bartram Island within the next year.

"Coraggio came face to face with obstacles as he went through his design development," said Trulock. "He was able to break from the norm and help others recognize that the previous system should be improved upon. Many resisted the need for standardization and it took much effort, both technically and financially, to convince stakeholders and Corps staff that this is the most efficient way to proceed.

"This new dual box riser system has become the new standard for Jacksonville District," Trulock added. "From a financial standpoint, this new design has huge implications for cost savings."

"These innovative efforts by our team members are in keeping with our vision, extraordinary public servants who are meeting customer expectations by providing prompt, professional and quality services in a cost effective manner," said District Commander Col. Alan Dodd. ♦



The USACE Innovation of the Year Award combines the USACE Sustainability Awards, Energy Hall of Fame, and Design and Environmental Awards. This award recognizes an innovation or idea with a clear potential to transform the federal community's overall energy and environmental performance. It is presented to an individual or team for development and execution of a novel new product, project, program, design or revolutionary idea that facilitates sustainability in the federal government in an area relevant to the USACE mission.

Lt. Gen. Thomas P. Bostick, U.S. Army Corps of Engineers commanding general, presents the USACE Innovation of the Year Award to Coraggio Maglio of Jacksonville District. Maglio was recognized for his improved disposal area weir decanting system design. (PHOTO BY F.T. EYRE)



# Record of Decision signed for C-111 Spreader Canal Western Project

BY JENN MILLER



The 590-acre Frog Pond Detention Area, a component of the C-111 Spreader Canal Western Project, has three cells and three emergency spillways that are used to retain water in Everglades National Park by decreasing seepage to the east into the C-111 Canal. (PHOTO COURTESY SOUTH FLORIDA WATER MANAGEMENT DISTRICT)

The U.S. Army Corps of Engineers (USACE), Jacksonville District received a signed Record of Decision for the C-111 Spreader Canal Western Project in Miami-Dade County, Fla., July 19. The Record of Decision, signed by Assistant Secretary of the Army for Civil Works Jo-Ellen Darcy, has been transmitted to Congress for authorization.

"The C-111 Spreader Canal project has come through important milestones since 2009 to arrive in the halls of Congress," said Tim Brown, project manager. "I would like to express my sincere gratitude to our project team, whose professionalism, dedication to the mission and firm persistence helped push this project through and achieve this milestone."

The C-111 Spreader Canal Western Project focuses on the restoration of flows to Florida Bay via Taylor Slough in Everglades National Park as well as the restoration of the Southern Glades and Model Lands and other associated wetlands and estuarine systems. It plays an integral role in meeting the Comprehensive Everglades Restoration Plan (CERP) system-wide ecosystem restoration goals and objectives.

Jacksonville District, in cooperation with its co-sponsor, the South Florida Water Management District (SFWMD), completed a Final Project Implementation Report (PIR) and Environmental Impact Statement (EIS) for the C-111 Spreader Canal Western Project in January 2011. This final report describes the project purpose and need, location, evaluation of the alternatives and the recommended plan.

After former Acting Chief of Engineers Maj. Gen. Merdith W.B. Temple signed the Chief of Engineers Report for the project Jan. 30, 2012, the report was submitted to the Assistant Secretary of the Army for Civil Works for review. The Record of Decision was signed after the Office of Management and Budget provided its review.

The signed Record of Decision, Final PIR/EIS and additional information on the C-111 Spreader Canal Western project is available online at: [www.evergladesplan.org/pm/projects/proj\\_29\\_c111.aspx](http://www.evergladesplan.org/pm/projects/proj_29_c111.aspx). ♦

# Teamwork leads to swift recovery at crash site

BY AMANDA ELLISON

When a small plane went down in San Juan Harbor, the U.S. Army Corps of Engineers (USACE) and United States Coast Guard wasted no time in recovering the wreckage. Due to the proximity of the sunken aircraft to the harbor, it presented a navigational hazard to inbound and outbound deep draft vessels transiting that portion of the channel.

Personnel from Coast Guard Sector San Juan, USACE, Puerto Rico Port Authority and the National Transportation Safety Board began salvage operations and assessed the area where the sunken aircraft was located.

Jacksonville District hydrographic surveyors arrived on the scene within 24 hours of the crash to begin surveys of the site. Marine Divers Contractors, hired by USACE to conduct the recovery effort, were able to re-float the downed aircraft. The aircraft was towed to Pier 12, where it was turned over to the National Transportation Safety Board for investigation.

"Following the tragic crash of the aircraft, the rapid work of all agencies involved allowed the harbor to return to normal operations as quickly as possible," said Capt. Drew Pearson, captain of the Port of San Juan. "Thank you to all our partners for their rapid response." ♦



Recovery of the wreckage was successful, allowing the harbor to return to normal operations within a short amount of time. (USACE PHOTO)



## Hatch Act guides election activities of federal employees

With the passing of the Hatch Act in 1939, Congress limited partisan political activity by federal civilian employees, as well as some state and local government employees, to ensure public institutions' ability to function fairly and effectively. With the exception of the president and vice president, all civilian employees in the executive branch of the federal government are covered by the provisions of the Hatch Act.

Congress encourages employees to exercise their right to participate or refrain from participating in the nation's political processes. Federal employees may speak out on political subjects and candidates, and in most cases may participate in partisan political management and campaigns. While they are prohibited from seeking public office in partisan elections, federal employees may work on partisan campaigns in off-duty hours.

Under the Hatch Act, Jacksonville District employees **may**, while off duty:

- Be candidates for public office in nonpartisan elections. See an ethics counselor for guidance on whether an election is nonpartisan. What may seem nonpartisan at first glance, is often partisan in fact. This includes the election for the governor of Puerto Rico.
- Register and vote as they choose.
- Assist in voter registration drives.
- Contribute money to political campaigns, political parties or partisan political groups.
- Attend political fundraising functions, rallies and meetings.
- Join, be an active member and/or hold office in political clubs or parties.
- Sign and circulate nominating petitions and distribute campaign literature in partisan elections.
- Campaign for or against referendum questions, constitutional amendments or municipal ordinances.
- Campaign and/or make campaign speeches for candidates in partisan elections.

Under the Hatch Act, Jacksonville District employees **may not**:

- Use official titles or positions while engaged in political activity.
- Invite subordinate employees to political events or otherwise suggest to subordinates that they attend political events or undertake any partisan political activity.
- Solicit, accept or receive a donation or contribution for a partisan political party, candidate for partisan political office, or partisan political group – including hosting or inviting others to political fundraisers, collect contributions or sell tickets to fundraising functions.

- Solicit or discourage the participation in any political activity of anyone who has business pending before their office.
- Engage in political activity while on duty, in any federal room or building, while wearing a uniform or official insignia, or using any federally owned or leased vehicle.
- Post a comment to a blog or a social media site that advocates for or against a partisan political party, candidate for partisan political office, or partisan political group, while on duty.
- Use any e-mail account or social media to distribute, send or forward content that advocates for or against a partisan political party, candidate for partisan political office, or partisan political group, while on duty.

Finally, the Hatch Act prohibits federal employees from, among other things, displaying pictures of candidates for partisan public office in the federal workplace. Because President Obama is a candidate for reelection, the Hatch Act prohibits an employee from displaying his photograph in the federal workplace, unless it is an official, traditional portrait or a photograph of the president conducting official business. Further, personal photographs of any candidate are acceptable in the workplace only in instances when the photograph was on display in advance of the election season; the employee is in the photograph with the candidate; and the photograph is a personal one (i.e., the employee has a personal relationship with the candidate and the photograph is taken at some kind of personal event or function, for example, a wedding, and not at a campaign event or some other type of partisan political event). An employee must not have a political purpose for displaying the photograph, namely, promoting or opposing a political party or a candidate for partisan political office.

Violations of the Hatch Act may result in penalties from 30 days suspension without pay up to removal from federal service. ♦

### For more information

please visit: [www.osc.gov/hatchact.htm](http://www.osc.gov/hatchact.htm)

or contact: Jacksonville District ethics counselors  
Beth Vavrica or Susan Symanski  
Office of Counsel.



**COMMANDER'S COLUMN** (continued from PAGE 2)

restoration projects under investigation in the Neuse and Tar River watersheds. The variety of projects within the NCB watershed crosses all three major civil works appropriations – Operations & Maintenance, Investigations and Construction – and includes all of the Corps' business lines. To evaluate the business lines across appropriations, SAD first established a business line priority followed by an appropriation priority.

Jacksonville District will apply lessons learned from each of the budget pilot projects for fiscal year 2014, using our transformed watershed budgeting approach. The end-state goal is stakeholder buy-in on both the priorities and the competing water management interests. The new budget process employs a comprehensive infrastructure strategy that prioritizes investments based on project values and levels of service. In an era of constrained financial resources, transforming the civil works budget development process helps ensure the nation's most critical current and future needs are met and provides the maximum return on investment in the program.

Army Strong. BUILDING STRONG®. JaxStrong.  
 Alan M. Dodd  
 Colonel, U.S. Army  
 District Commander

## Update on Indian River Lagoon-South project



Lt. Col. Thomas Greco, deputy commander for south Florida, describes progress on the Indian River Lagoon-South C-44 Reservoir and Stormwater Treatment Area for congressional, state and Martin County representatives prior to a tour of the project Aug. 29. (PHOTO BY JENN MILLER)

## OVERSEAS CONTINGENCY OPERATIONS

## WELCOME HOME

JONATHAN JENKINS



Excavation operations are under way at the intake canal of the Indian River Lagoon-South (IRL-S) C-44 Reservoir and Stormwater Treatment Area. The completed project will reverse the damaging effects of pollution and unnaturally large fresh water discharges into the St. Lucie Estuary. The delicate balance of fresh and salt water in the lagoon and estuary will be restored, polluted water will be treated and degraded habitats will be revitalized. (PHOTOS BY JENN MILLER)





## BOOKNOOK

### THE BALLAD OF *RIVER OF INTERESTS* THrice DEFERRED

COMMENTARY BY DISTRICT LIBRARIAN ORIANA BROWN ARMSTRONG, MLS

The journey of the newly published illustrated work entitled *River of Interests* took Jacksonville District through three official tours of duty, and merged the combined vision of three district commanders, all focused on capturing the exceptional work of Jacksonville District in a manner that would benefit the greater good.

Serving as project manager during the publishing portion of *River of Interests* was a choice endeavor capturing one's natural passion for literature. It provided the ultimate opportunity to sharpen the mind among great masters of technical skill. With guidance from Drs. John Lonquest and Matt Percy of the USACE Headquarters Office of History, the book quickly became a passionate exercise navigated by those of literate predispositions who love the language of history and the accurate depiction of it.

Prior to the onset of the publishing phase, the district conducted professionally monitored oral history sessions with key authorities on the Everglades. Author Dr. Matt Godfrey and his support team of research historians strategized interview sessions with Ken Ammon, South Florida Water Management District (SFWMD); Dan Kimball, Everglades National Park; Paul Souza, U.S. Fish and Wildlife Service; Nathaniel Reed, Everglades Foundation; Carol Wehle (formerly SFWMD), Hershel Vinyard, Florida Department of Environmental Protection; and Terrence "Rock" Salt, Principal Deputy Assistant Secretary of the Army for Civil Works. From within the Corps' organization, the historians consulted Eric Bush, Kim Taplin, Sean Smith, Jim Vearil and Brooks Moore as well as retirees Stu Appelbaum, Dennis Duke and Lt. Col. Michael Kinard. Exposure to the depth and experience of these well-honed minds added great substance and fluidity to the book.

If we were to think in advance of how history unfolds from the documentation of chronological events, we might wish to give pause to the ways and means by which we collect items labeled as intellectual property. Oxford defines intellectual property as that work or invention that is the result of organizational or individual creativity, such as a manuscript or a design. Thus any published work that is unique to the Corps can be defined as intellectual property.

The work of the U.S. Army Corps of Engineers is not patented, but certainly original specifications, project plans, designs, final drafts and After Action Reports (AAR) are key to defining the Corps' mystique. Artifacts of knowledge can be anything from a Public Notice to the worn Mylar of a map, both considered unique to the Corps. Whether it's dredging the St. Johns River, or analyzing the geomorphology of Bahrain, any evidence of these artifacts highlights our expertise, but they will also explain any errors of omission that may appear during any point in a work project. Any discussion of errors of omission should always be treated as instances of great learning experiences.

That said, the library's involvement with the final phase of revising and publishing a hardcover book product may at one time have been considered an error of omission, but when the skill sets of librarians were matched to those of historians, a complimentary match ensued. Steadily, the Lonquest, Percy and Armstrong team moved forward to complete each inspection stage of book production.

*River of Interests* was vetted by the Library of Congress Publisher Liaison Division, then vetted again by the Library of Congress' Cataloging in Publication Program, where it received a unique Library of Congress Classification No. The Government Printing Office (GPO) Retail Sales Program provided an official International Standard Book Number (ISBN), allowing for international sales. GPO Retail then selected *River of Interests* for placement in their electronic marketing program, which indicates that the academic work displayed in *River of Interests* received high enough marks in the book trade industry to take it on the road.

It is the fundamental responsibility of every government that means to document, protect and preserve facts of its existence, to continue working on the arduous task of protecting its heritage as a necessary function. It is hoped that the preservation of inherently unique facts will be matched with a mandated operational policy capturing the skills of the organization. The Corps must act as the primary stewards of their craft, or lose the edge on their expertise. It has been said by various literary notables that our past becomes our future, and, whether good, bad or indifferent, our destiny will enfold hereof – from each parcel of history. ♦

