

CORPS' PONDENT

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US Army Corps
of Engineers®
Portland District

Winter comes to
Cougar Reservoir



CONTENTS

Commander's Column

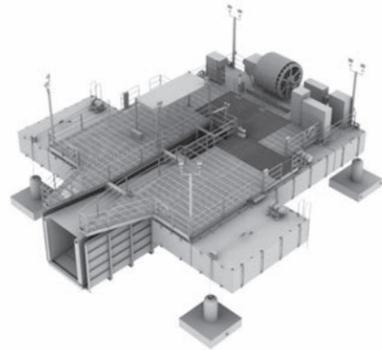


pg.7

November - December 2013

INSIDE THIS ISSUE:

- 3 **Commander's Column: An end of the Eisenhower era**
- 5 **Portland District People**
- 6 **The Corps'pondent moves online!**
- 7 **Good news for Oregon's small ports**
- 8 **\$5 million experiment underway at Cougar Reservoir**
- 10 **Portland District employees step out in the Portland to Coast**
- 13 **Bonneville Dam's new energy-efficient house educates young visitors**
- 14 **Battling to the end in Tualatin's 2013 Pumpkin Regatta**
- 15 **National American Indian Heritage Month**
- 16 **Lane County inundation maps**



pg.8



pg.10



pg.13

Cover photo by Salina Hart, Engineering and Construction Division

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Commander: Lt. Col. Glenn O. Pratt
Chief, Public Affairs: Matt Rabe
Editor: Erica Jensen



"With an unceasing admiration of your constancy and devotion to your Country, and a grateful remembrance of your kind and generous consideration for myself, I bid you all an affectionate farewell."

Gen. Robert E. Lee, U.S. Army (1807-1870)

It has truly been an honor and privilege to serve you as your commander and district engineer for the past two plus years and our Nation as a soldier for the past 23 years.



Photo by John Leonard, ACE-IT

During his final town hall with employees, Col. John Eisenhauer is surprised by special guests, Kate, Stella and Johnny Eisenhauer, who help him celebrate his birthday with District employees.

I did not expect my final commander's column to be so tough to write, but as I sit here, I must admit it's very challenging – mostly because I'm reflecting on all of the great work we've done and the true professionals who make up Portland District. I realize nothing I write can clearly communicate the respect and

admiration I have for each of you and the terrific work you do.

I never fail to read about the great accomplishments of the District in the news. Seeing our success in print makes me proud but it's also somewhat daunting to think that I am part of an organization that makes such out-sized contributions – not only in the Pacific Northwest but also across the globe. I've seen that what we do impacts people's lives, here and abroad, as well as contributes to our national and international economies and the security of our Nation.

When I arrived at Portland District I had limited knowledge of the Civil Works program and how we accomplished our mission set. Now as I leave I have a much broader understanding of what we do and how we do it. Most significantly, I understand how we have been able to accomplish so much with limited resources – it's because of the superior employees who make this District run.

I know this past year has not been an easy one with sequestration, furloughs and the persistent talk of "downsizing" the force. Thank you all for your professionalism to remain focused on our mission, thus proving our value as an agency to the public whom we serve. Once again, I was awed by your caring attitude as I saw many of you willingly make sacrifices to help your



Col. John Eisenhauer, P.E.

Col. John Eisenhauer receives the U.S. Army Corps of Engineers flag and command of the Portland District from Brig. Gen. John McMahon, Northwestern Division Commander during his 2011 Change of Command ceremony.



Photo by Billie Johnson, ACE-IT



Photo by Erica Jensen, Public Affairs Office

Col. John Eisenhauer talks with project management staff and students during a tour of the Trimet/Kiewit Bridge and Marine Project.

fellow employees through these trying times.

As I leave I know that, though I have had a modest impact on our success vicariously through each of you, it is you, the public servants who make up the Portland District, who will determine our long term success of every part of our program. I'm sure when I look back at my time with the Portland District in the next five, 10 or even 20 years, the challenges that are in front of you now will have become accomplishments.

Portland District HAS been a great assignment for me. However, commanders come and go, but you, the civil servants of the District, are the ones who will continue the legacy of its success, professionalism and service – which is recognized by all with whom

we interact and serve: our legislative officials, stakeholders of our various programs, our Tribal partners and the citizens of the Pacific Northwest.

As for the next chapter in the Eisenhower story, we are relocating to northeast Washington. We have purchased a few acres there, and I look forward to settling down and enjoying a quieter life with Kate and two young, active kids.

I want each of you to know that Kate and I will truly miss the positive experiences we've had with you, the friendships and acquaintances that we've made, and being part of something so exceptional as the Portland District. 📷

Col. Ike.

When not at work, Col. John Eisenhauer cooks up a fiery pot of chili as part of the District's Combined Federal Campaign chili feed event in 2012.



Corps of Engineers photo



Photo by Matt Rabe, Public Affairs Office

Portland District commander Col. John Eisenhauer (left) and project manager Jim Adams show Northwestern Division commander Col. Anthony Funkhouser (right) the completed first phase of the Crystal Springs Creek and Westmoreland Park Ecosystem Restoration Project in Portland's Sellwood neighborhood.

Jennifer Richman

Deputy District Counsel, Office of Counsel



How did you choose your career field?

I began my professional life as an archaeologist, following a love for culture, people and working outdoors. After being sidelined from archaeology after 10 years and while considering what was next for me, I was drawn to the connection between material artifacts and ownership on legal, moral and cultural levels. Who owns the past? There was a case in Australia while I attended graduate school there that raised these questions. And my interest was renewed with the discovery of the Kennewick Man remains in Washington state shortly after I returned from grad school. This launched a renewed professional path: law, with a focus on cultural resources.

I joined the Corps 11 years ago through selection in the Chief Counsel's Civilian Honors Program. I spent my first nine years with Northwestern Division and arrived at Portland District in October 2011.

What does a day at the Corps look like for you?

On one day recently, I attended meetings on electrical reliability, worked on a Real Estate Office project and, as the District's cultural resources law expert, I consulted with Buffalo District on a federal Indian legal issue. I also enjoy the managerial work that accompanies my position as Deputy District Counsel and supervising interns.

Why are attorneys important for the Corps?

We primarily practice preventative law, helping improve the execution of our work, rather than defending our actions after the fact. We advise the District about the legal sufficiency of our plans, identify legal risks associated with various courses of action and recommend actions to minimize risks. This lets us move forward with less legal vulnerability and more thoughtful implementation.

What keeps you busy outside of the Corps?

I teach a cultural resources protection seminar at Lewis and Clark Law School. I play tennis, travel and work with a couple of non-profits in the field of cultural resources. Recently, I've hiked to Machu Picchu on the Inca Trail, been on archaeology digs in the Eastern Sierras and I go to Italy whenever I can.

What is your most memorable travel experience?

A restaurant owner on the Italian Riviera lavished me with food and wine every evening for a week or more while I translated his menu for tourists. Every trip is filled with opportunities like this. 📷



Photos courtesy of Jen Richman, Office of Counsel



The Corps'pondent moves online!

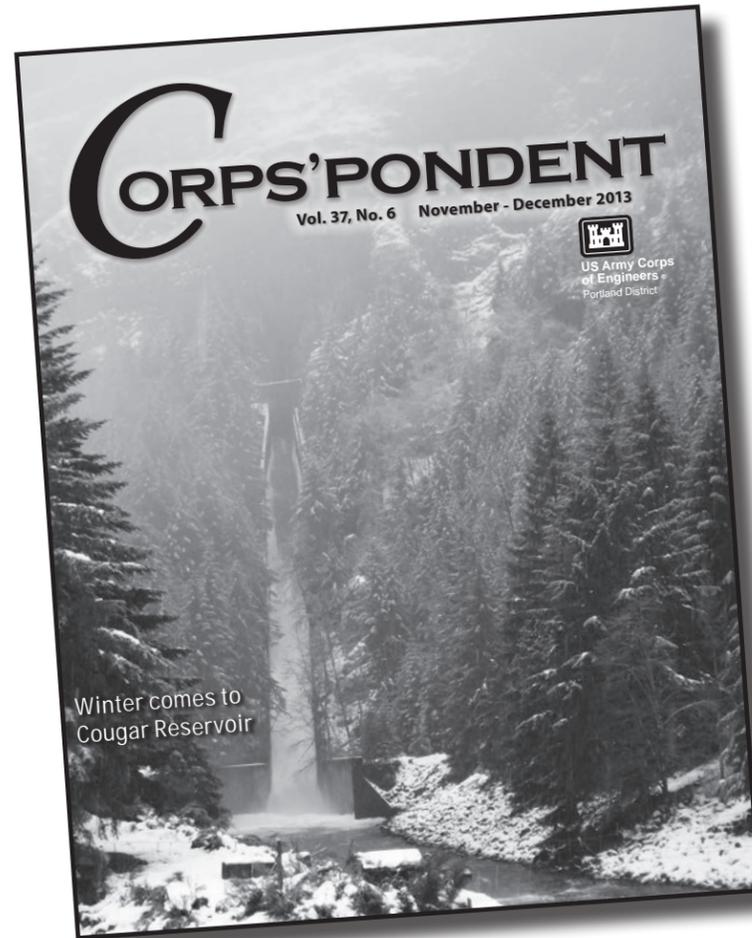
By Erica Jensen, Public Affairs Office

The Portland District has a legacy of sharing stories and other information with employees, retirees and others through its Corps'pondent printed publication. The first Corps'pondent was published nearly forty years ago and has continued its long history of storytelling ever since – sharing articles about our mission and work in the Pacific Northwest and about our employees who are the heartbeat of this District.

We know many of our readers communicate differently now – using the internet has become a daily part of many of our lives. We pay bills and shop online; we schedule appointments and we even read news online.

From now on, you'll be able to read the Corps'pondent at <http://usaceportland.armylive.dodlive.mil/>. Be sure to visit the site soon and click on the RSS feed to get notice of articles when they are published. [By signing up for an RSS feed, you'll receive a notice in your e-mail when a new story has been published online.]

We're also aiming for a broader audience throughout the Northwest and the nation – and that's where you come



in. We want you to act as our Corps of Engineers ambassador helping to share our mission and all the great work we do with your friends and family.

Now when you read a noteworthy story in the online Corps'pondent, share it by clicking on a sharing icon at the bottom of the page or to post it on your Facebook, Linked In or other social media accounts. You can even tweet it!

We are excited about our new online Corps'pondent, and look forward to sharing news and information about the Portland District with you, the citizens of the Pacific Northwest and elsewhere!

If you have questions about this new online publication, please contact Erica Jensen, Public Affairs Office, via e-mail to erica.n.jensen@usace.army.mil.

Good news for Oregon's small ports

By Michelle Helms, Public Affairs Office

Things didn't look good a year ago. Federal money to dredge Oregon's small ports wasn't available and the communities were searching for ways to get the job done. These days the outlook is brighter.

On Sept. 17, 2013, Portland District then-Deputy Commander Lt. Col. Glenn Pratt, Oregon Gov. John Kitzhaber and Oregon Sen. Jeff Kruse signed a Declaration of Cooperation, publicly committing to work together to maintain safe, reliable navigation channels along Oregon's coast.

The ceremony marked the culmination of nearly a year of collaboration and cooperation, leading to an historic Memorandum of Agreement between the state and the U.S. Army Corps of Engineers, that allows the Corps to accept state money to continue its mission to maintain Oregon's coastal navigation channels, ensuring reliable and safe transportation routes for Oregon's fishermen as well as for other commercial and recreational mariners.

It's hard to deliver bad news

Portland District Commander Col. John Eisenhower, in October 2012, personally delivered a painful message to the people of Port Orford, Ore.: the District did not have the funds to dredge their channel.

At the time Col. Eisenhower said "It is difficult to have to deliver this kind of news. Pragmatically, it's better for the community to know what's happening in order to make informed decisions about their future."

No one expected the news to be well-received. It wasn't, but it did spark an important conversation. Even as people expressed their fear and frustration, they began thinking of other ways to accomplish the necessary channel maintenance for their harbor.

Soon after the meeting in Port Orford, U.S. Rep. Peter DeFazio invited Eisenhower to join him and others in Brookings, Ore., to brainstorm possible solutions for a situation facing not only Port Orford, but other small ports and harbors on the Oregon coast, and even across the nation. Eisenhower once again delivered the Corps' message: we stand ready to support Oregon's coastal ports to the best of our ability.

"Faced with a major budget shortfall, a lot of individuals and organizations stepped up to move this exceptional effort forward quickly, with the Corps, Regional Solutions, the Coastal Caucus, and Congressman DeFazio all providing critical leadership," said Kitzhaber. "This kind of diverse collaboration is the most effective way to build a stronger economy

for the entire state and a great example of how we get things done in Oregon."

Kruse, the Coastal Caucus Chair, also praised the effort. "This historic agreement – only the second of its type in the nation – demonstrates the positive results that come from working together."

Committed to the mission

The governor's office said ports and small coastal waterways are among Oregon's most valuable assets. The Corps of Engineers has maintained Oregon's navigation channels for decades; in some cases, for more than a century. The agency understands that reliable navigation channels are vital to coastal ports, their communities and to the region.

The Corps remains committed to its relationships with Oregon's coastal port communities, and is resolute in its efforts to accomplish its mission to maintain safe, navigable waterways within the boundaries of the agency's congressional authorities and appropriations.

"These are challenging fiscal times for the nation," said Eisenhower. "Coming together, communicating openly and directly to find a collaborative solution to dredge Oregon's coastal harbors is, for me, an example of a true partnership."

Lt. Col. Glenn Pratt, then-deputy district commander, signs a Declaration of Cooperation at the state capital Sept. 17, to maintain the federal navigation channels on Oregon's coast. State Senator Jeff Kruse, second from left, and Gov. John Kitzhaber, next to Kruse, also signed the document.





\$5 million experiment underway at Cougar Reservoir

By Scott Clemans, Public Affairs Office

What costs \$5 million, takes 10 semitrailers to transport, and needs two cranes – including a 360-tonner – to deploy, but is still considered “portable”?



Photo by Scott Clemans, Public Affairs Office

The various components of the Portable Floating Fish Collector require 10 semitrailers and two cranes – including a 320-tonner – to deploy, but the PFFC is still much smaller than permanent full-scale collectors used elsewhere in the Pacific Northwest.

The Portable Floating Fish Collector is a large pump-driven intake and collection structure surrounded by a floating hull. It will be anchored near Cougar Dam’s temperature control tower to collect out-migrating juvenile salmon and other fish.



U.S. Army Corps of Engineers illustrations

It’s the Portable Floating Fish Collector, and it’s scheduled to start operations in February for research to support the Cougar Downstream Fish Passage Project.

“The project deliver team was looking at alternatives for juvenile passage at Cougar Reservoir, and realized that there were too many data gaps to make an informed decision about which alternative to pursue,” said Kristy Fortuny, the project’s technical lead from Engineering and Construction Division.

Research presented by the U.S. Geological Survey at last winter’s Willamette Fisheries Science Review conference in Corvallis, Ore., shows that out-migrating juvenile salmon are able to move fairly quickly through Cougar Reservoir, and they tend to pass the dam quickly and relatively successfully if they can be convinced to enter the dam’s temperature control tower.

“The problem is the ‘cul-de-sac’ at the corner of the reservoir where the dam’s temperature control tower is located. Flow conditions there make it hard for fish to find and enter the tower,” said David Griffith, a fish biologist from Program, Planning and Project Management Division’s environmental group. “We need to know if we can provide better conditions that are

conducive to getting the fish to enter the tower.”

Griffith added that the tentative solution the PDT identified to solve the ‘cul-de-sac’ issue would be very costly, and is based on many assumptions that need to be validated to justify the expense.

“So we decided we needed a small-scale experimental fish collector to help inform our decision-making,” Fortuny said.

The problem, according to PDT civil engineer Jeff Sedey, was that such a fish collector didn’t then exist.

“A few utilities are using large-scale collectors as permanent fish passage solutions, but only at reservoirs that fluctuate up to about 50 feet,” he said. “There was no small-scale collector out there built to stand a 180-foot reservoir fluctuation like we see at Cougar.”

So the PDT had to design one pretty much from scratch. They contracted engineering firm HDR to develop the engineering documentation report, and called upon the design expertise of the naval architects at Art Anderson Associates, who had helped design permanent collectors at Swift, Clackamas West Fork, and others.

“We were certainly emulating the full-scale collectors, but everything – particularly the mooring systems – was so much more complicated due to the reservoir fluctuation issue,” Sedey said.

The result is a large pump-driven intake and collection structure surrounded on three sides by a floating hull. The hull will be moored vertically to the reservoir bottom in four places, and anchored horizontally by cables extending to the dam face and adjacent hills.

The collectors’ pumps will generate an attraction flow of about 100 cubic feet per second.

“We’re going to park the collector right in the middle of the flow near the temperature control tower and see if the fish will find it,” Fortuny said.

The PFFC is equipped with a PIT tag detector and other equipment to help determine how efficient it is at collecting fish.

In addition to serving as a research vessel for fish behavior, attraction and passage success, Griffith said, the PFFC also will provide valuable information about the operations and maintenance requirements for whatever permanent solution is ultimately decided upon.

“Debris loading, maintaining moorage in a fluctuating reservoir, daily boarding and operations – what does it take, from an operations and maintenance standpoint, to run these things?” he asked.

According to Fortuny and Sedey, Portland District isn’t the only organization interested in finding out if the PFFC might be one path to juvenile passage at high-head dams like Cougar.

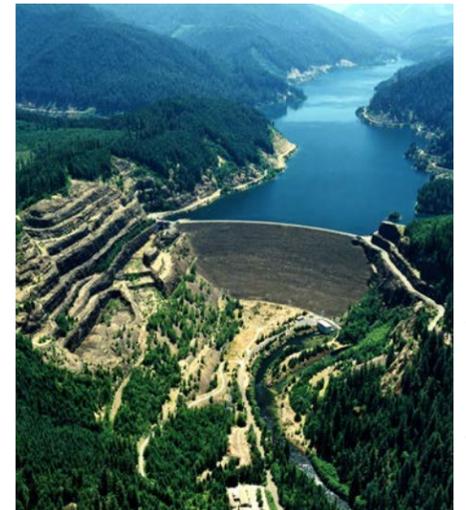
“Downstream passage at high-head dams has been elusive,” Sedey said. “This kind of technology is exciting to the region as a whole.”

“Lots of other Corps districts and other agencies have been expressing an interest in the PFFC’s design and performance,” Fortuny added. “NOAA Fisheries and U.S. Fish and Wildlife, for example, are both very interested and have provided a lot of input.”

The PFFC’s relative portability and flexibility will allow it to be redeployed to Detroit or – more likely – Lookout Point Reservoir after its initial two-year research project at Cougar.

“We have a lot of questions at Lookout Point about the ability of juvenile fish to transit the reservoir,” Griffith said. “They enter the reservoir at a very small size, and are hard to track. We don’t know very much about where they are dropping out – due to predation at Lookout Point or Dexter, or passage at Lookout Point Dam, or some other factors. We hope the PFFC will help us find some of those answers.”

If so, then Portland District’s big experiment will have proven itself more than portable, effective and valuable enough. 



Corps of Engineers photo

Cougar Dam and Reservoir, a rockfill structure with a gated concrete spillway, is located at River Mile 4.4 of the South Fork McKenzie River, about 42 miles east of Eugene, Ore.

The PFFC will be moored near Cougar Dam’s temperature control tower. Its pumps will generate an attraction flow of about 100 cubic feet per second to help juvenile fish find it.



Photo by Scott Clemans, Public Affairs Office



Portland District employees step out in the Portland to Coast

By Eric Hamilton, Public Affairs Office



Photo by Bronwyn Cummings, Operations Division

The hand-off by Ellen Wrynn to Heather Hall marks the signature moment in a relay like the Portland to Coast walk.



Photo by Bronwyn Cummings, Operations Division

Portland to Coast competitors seize sleep opportunities wherever they can find them. Here, Jake Jacobs relaxes before his turn comes up.



Photo courtesy of One Dam Fine Powerhouse

Portland to Coast participants pose for a photo at the finish line. Front Row: Ellen Wrynn, Cindy Thrush, Vandi Leheny, Keith Duffy, Kristin Stickell, Bronwyn Cummings, Heather Hall. Rear Row: Matt Cutts, Jake Jacobs, Tristan Ulbrecht, Alison Burcham, Aaron Litzenberg

With 400 teams participating, Portland to Coast is the largest walk relay in the world, but still a relatively unknown phenomenon even within the Portland District, which has fielded multiple teams and provided some top-performing competitors in recent years.

At the request of two people 21 years ago, Bob Foote, founder of the Hood to Coast run, added the Portland to Coast walking event. The next year, he had 22 competing teams.

The PTC is no stroll in the park. Competitive walking originated in 16th century England, and today it's a well-defined sport. Failing to maintain proper form, outlined by "Rule 39" of the USA Track and Field rule book, can result in disqualification. Walkers must keep one foot on the ground at all times, and the advancing leg must be straight, from the first contact with the ground until in the vertical position.

Louis Landre, an economist who works in the Programs, Planning and Project Management Division, knows the sport well. He has been competing in Portland to Coast for seven years; his team has come in first place in their division each year and first place out of all 400 teams for six of the

past seven years. Landre's race walking pace is so fast that his occasional workout partner, Virgil Salcedo, Engineering and Construction Division, said he's got to run to keep up.

When at speed, Landre said he's working as hard as any runner, with a cadence equal to that of an 800-meter Olympic runner's stride; however, a walker has to maintain this pace for a much longer distance. It takes months of conditioning to walk this fast for an hour or more at time, Landre said.

Despite his accomplishments, it's not about being "the best," Landre insisted. "It is about bringing out the best in ourselves. We are accomplishing together what we couldn't accomplish on our own."

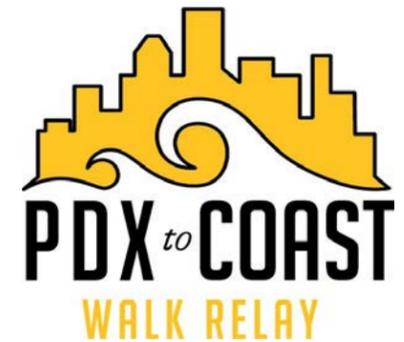
Landre says the event isn't intended as competition, and pointed out the dozens of Corps employees who formed teams to walk in the Portland to Coast event. Some of those teams, however, have done extremely well in their classes, such as One Dam Fine Powerhouse which came in 5th last August in the Men's Division and IfThisVansAWalknDontBotherNokin which came in 21st in the Mixed Division.

It would be a daunting task to attempt the race alone. The 132-mile roadway-based course is broken up into legs varying from four to nearly eight miles in length. Team vans "leapfrog" walkers from point to point, Landre explained. Teammates awaiting their turn while in the vans shout encouragements and hand out water as their walking teammates climb and descend the hilly terrain from Portland to Seaside, Ore.

At the "major van exchange" location, team members in one van stop and camp for a few hours, while the other van relays onward. The time goes quickly, and there's not much time to sleep or relax. Walkers hose off hastily in gym showers, eat a quick meal, then try to fall asleep in a field or on a gym floor next to hundreds of other tired walkers.

A major concern is walking along the road. No headphones covering or in the ears are allowed and everyone has to wear safety vests while walking at night. Another worry is fatigued drivers – who also are often race participants who have their own relay legs to walk as well. This is one area where extra volunteers come in handy, Landre said. A dedicated driver improves safety and frees the walkers to concentrate on the course.

continued on page 12



Opportunities

To learn more about Portland to Coast opportunities with your co-workers – either as a relay walker (or alternate), or as a volunteer:

Contact

Farrell Cross, at 503-808-4633
Louis Landre, at 503-808-4733
Alison Burcham, at 503-808-4785

Additional information about volunteering for the event is also available at
<http://portlandto coastwalk.com/volunteer>



continued from page 11

So, it's clear that the best teams are supported by the best volunteers, like Farrell Cross, a procurement clerk in the Contracting Division. Each PTC team must provide three volunteers for the course itself, in addition to extra volunteers who may be directly assisting the team. Cross, who has assisted in almost every volunteer role over the past several years, said while the work can be challenging (it's injured him once or twice), there's a lot to enjoy about supporting this event.

Whether driving a relay van or guiding them in a parking lot; whether setting up or taking down, the logistics of this huge event require a volunteer team effort rivaling that of the athletes themselves.

As hard as it is, why does this event get more popular every year? Registration for the upcoming year fills up swiftly. The fastest teams are assured a place in the next year's event, but there's little tangible reward otherwise.

Aching muscles are common, but that's not the motivation. Even the achievements of the competition aren't the draw. It's about the atmosphere and the camaraderie. "At the end of the race on the beach in Seaside, there are fireworks, live bands, free swag and food—but the camaraderie and competition allow us to be our fun, zany hard-working selves, but as part of something much bigger," Landre explained.

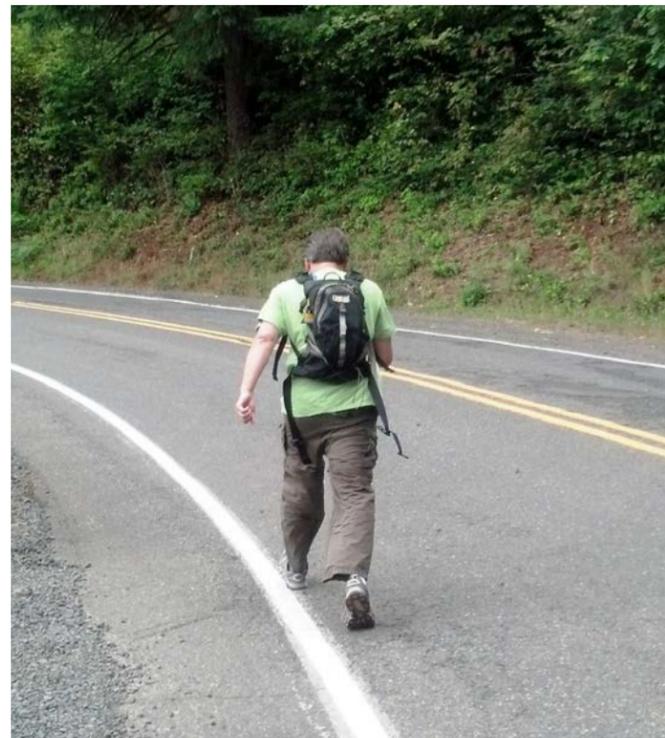
Cross agrees. He brings friends and family members along to volunteer, and enjoys the opportunity to take a different sort of vacation: one where he works really hard, cheers on his co-workers, and takes pride in the service that he knows makes this event possible.

Friends and family members show up to cheer and watch as racers cross the finish line, celebrating a sweaty, grueling challenge together. A glad welcome is a great way to kick off a celebration of the end of the race, so even if you're not able to lend a hand by volunteering or straighten a leg while walking, consider welcoming your Corps compadres as they cross the starting line or clear the final leg of the course next year. 📷



IfThisVansAWalknDontBotherNokin team photo. From left to right: Cheryl Rockawski, Leslie Nyquist, Dave Stanton, Jessie Fox, Steve Schlenker, Erika Stewart, Jim Runkles, Melissa Rinehart, Vicki Bell, Kristen Hafer, Kim Ostler, Patti Williams.

Photo courtesy of IfThisVansAWalknDontBotherNokin



Portland to Coast competitors had a long way to walk, but followed established roadways. Keith Duffy takes the hand off from Heather Hall and is off on the beginning of his leg of the walking relay.

Photo by Vandl Leheny, Programs, Planning and Project Management Division

Bonneville Dam's new energy-efficient house educates young visitors

By Diana Fredlund, Public Affairs Office

One of the most important missions at Bonneville Lock and Dam's visitor center is educating visitors of all ages about hydropower, fish passage and environmental stewardship. It's even better when your newest teaching tool rolls all three topics into one – and is entertaining for young guests.

A newly refurbished energy-efficient house was constructed in September, replacing an older, more rustic version on the Washington shore. Both the old house and its replacement were available to visitors thanks to Bonneville Power Administration project leader Summer Goodwin and her trusty staff.

The kid-sized houses, one at the Bradford Island Visitor Center and one in the viewing gallery at Powerhouse II, were built at the dam more than 10 years ago by BPA, according to Pat Barry, supervisory ranger for Bonneville's visitor center.

"Our mascots, Zippy, Splash and Sam N. were developed back in the 70s," said Christy Adams, a public affairs specialist with BPA. "They are one of our best tools to explain the relationship between water, energy and fish habitat." Zippy is an energy-efficient light bulb, Splash is a drop of water and Sam N. is a salmon. The color scheme of the upgraded energy-efficient houses matches those of the three mascots.

"Our coloring book, 'Saving Energy with Zippy Splash and Sam N.'" is our most popular education outreach piece, with thousands of copies going out to teachers and, through our partnership with the rangers at area dams, into young visitors' hands," said Adams. "We are so thrilled they now have a home on each side of Bonneville Dam!"

Before completing the Washington Shore house, BPA staff replaced the Bradford Island house last spring. The

old appliances in both houses were replaced with new junior-sized Energy Star models. New signage installed inside and outside the houses includes messages on how to save energy in the kitchen, laundry and other places.

"The purpose of the houses is to provide entertainment for children while their parents learn new ways to save energy and make their homes more energy efficient," said Barry.

The old Washington Shore house was donated to the Skamania Public School system, selected because Bonneville Dam is located in Skamania County on the Washington shore. Volunteers and parents from Mount Pleasant Elementary School moved the house and set it up at the school, where it quickly became a new playground favorite. 📷



A new house at Bonneville Dam's Washington Shore Visitor Center is in the turbine gallery viewing area, thanks to a partnership with BPA. The old house is now beloved by students at Mount Pleasant School in Washougal, Wash.



Volunteers prepared and erected the old energy-efficient house from the Washington Shore Visitor Center at Mount Pleasant School in Washougal, Wash.



New Junior-sized Energy-Star appliances have been installed in both energy-efficient houses at Bonneville Lock and Dam.

Photos by Tammy Mackey, Operations Division



Battling to the end in Tualatin's 2013 Pumpkin Regatta



Left to Right: Jessica Stokke, James Lovin.



Left to Right: Brian Roche, Alan Stokke.



Left to Right: Matt Hess, Brent Welton.



Left to Right: James Lovin, Ryan Souders, Brian Roche, Alan Stokke, Jay Dallas, Brent Welton, Matt Hess, Jessica Stokke.

Photos courtesy of Robert van der Borg, Programs, Planning and Project Management Division

A team of U.S. Army Corps of Engineers took on the Tualatin Fire and Rescue team during the 10th Annual Giant Pumpkin Regatta in Tualatin, Ore., Oct. 19.

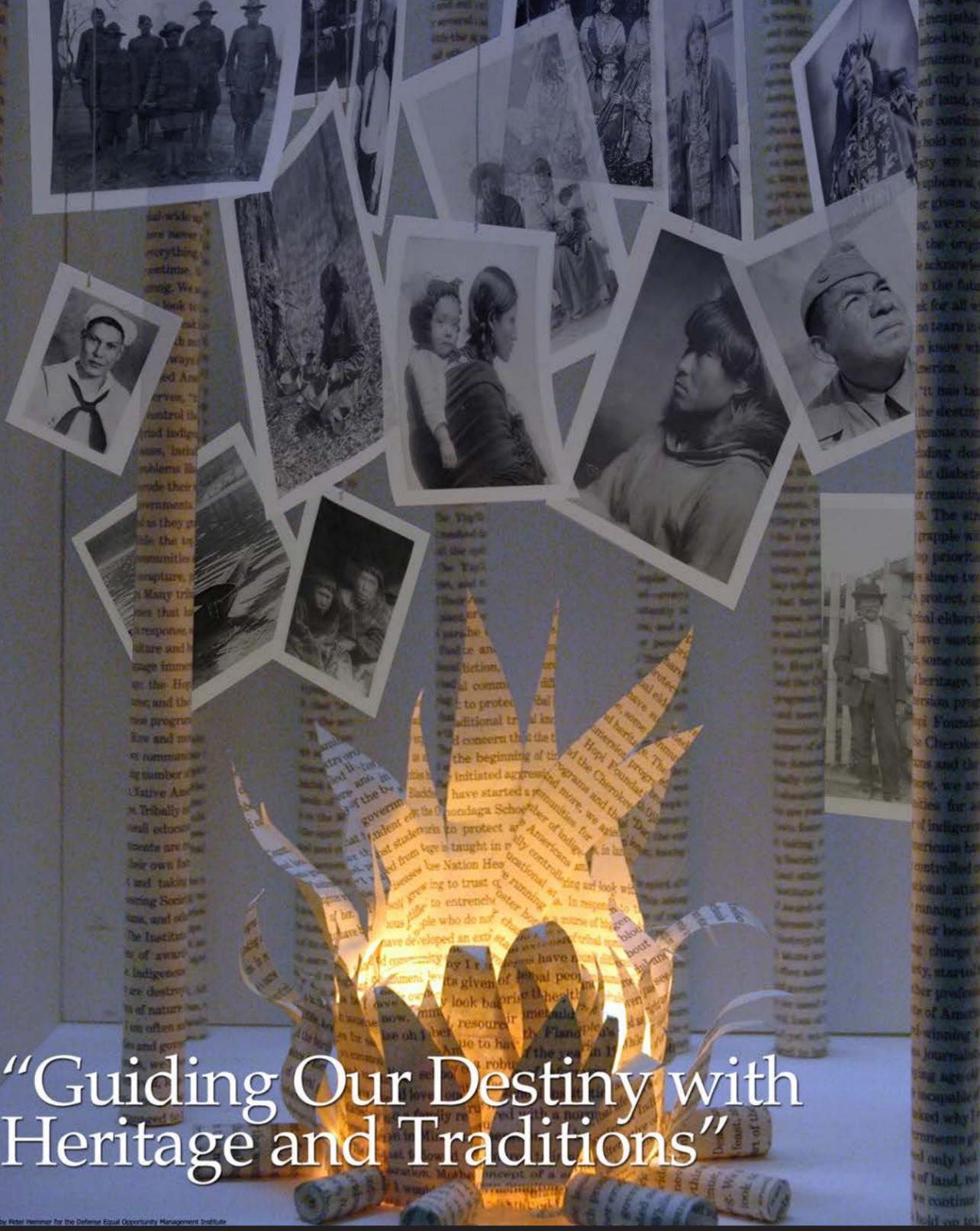
It was the Portland District engineers fifth appearance in the annual regatta, with only one loss for the Corps in past year's events. The team's captain, Alan Stokke, Engineering and Construction Division, says the smack talk between the eight engineers and the Tualatin Valley Fire and Rescue

starts around July-August, and builds as the October match-up gets closer.

The event was an action-packed, close race with Tualatin's fire fighters barely squeaking out their second win in two consecutive years!

Always good sports, the Corps engineers congratulated the winning team ... but are still planning for victory next year. 

National American Indian Heritage Month



"Guiding Our Destiny with Heritage and Traditions"



SHARING THE CORPS MESSAGE:

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

Lane county inundation maps

Portland District employees from Portland District’s Dam Safety Section and Willamette Valley Project are meeting in December with Lane County public safety managers and the general public to explain the Corps’ new inundation maps.

These maps were developed by the U.S. Army Corps of Engineers’ Modeling, Mapping and Consequence Center and show the results of one of our Willamette Valley dams failing under a “maximum conservation pool” or “probable maximum flood” situation.

The Corps was criticized in an October Eugene Register-Guard article for failing to make these maps widely available to the general public, despite their availability at the Lane County Emergency Management Office.

We recognize our responsibility to communicate information about the risks presented by our dams while also safeguarding sensitive information.

- One reason these maps are not given away to the public is that some of the data used to create them is protected under Homeland Security regulations.
- The public can view these maps at public meetings or by special arrangement. We can also provide non-editable information about a specific property.

These maps are primarily designed to help emergency managers design effective response plans.

- These maps are not like the Federal Emergency Management Agency flood maps that many agencies and the public have seen before. We prefer to have qualified employees on hand to help people understand what they’re seeing.
- Inundation maps are also not evacuation plans. They do not provide the public with easily understood information about how to respond. We generally refer people to their local emergency managers for preparedness and evacuation information.

We are encouraged by Lane County’s recent focus on using these maps to develop effective evacuation and response plans, and will continue to support the county’s efforts to prepare for emergency situations.

- For example, we conducted three small-scale exercises this year with Lane County emergency managers and other officials to discuss how to respond to emergencies on the Coast and Middle Fork Willamette, Row and McKenzie rivers.
- We will continue partnering with Lane County through exercises and other activities to increase the effectiveness of their emergency response. 



Corps of Engineers photos