CORPS'PONDENT

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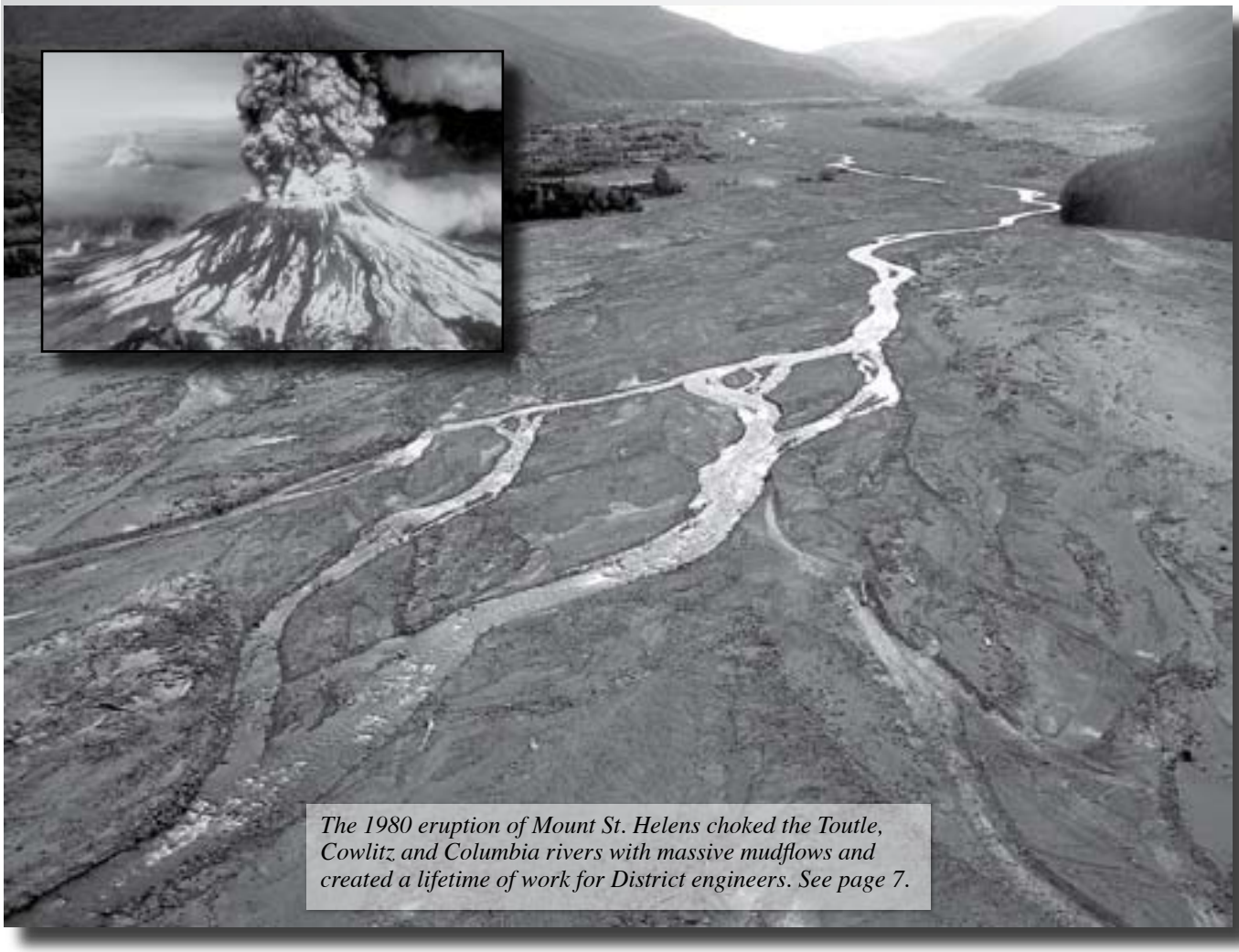

The 1980 eruption of Mount St. Helens choked the Toutle, Cowlitz and Columbia rivers with massive mudflows and created a lifetime of work for District engineers. See page 7.

Corps of Engineers Photos

COMMANDER'S COLUMN

Building Strong Supervisors

Col. Steven R. Miles, P.E.

In this issue we're introducing the District's new Leadership Development Program class. We've also received visits from many senior Corps and Army leaders these past few weeks, and two District employees just returned from the Corps' Summer Leaders Conference.

Leadership has been on the District's front burner for quite a while now – especially since I reviewed the results of our last few command climate surveys, which told me that unfortunately some employees in the District are not satisfied with their first-line supervisors, particularly with how they deal (or often don't deal) with their underperforming or disruptive co-workers.

I agree with you. I know that the competence of first-line supervisors has a huge impact on employees' morale and productivity. If your boss isn't dealing with problem employees, it's disruptive to the office and demeans the good work of those of you who are performing well.

We need to do a better job of developing our first-line supervisors, and we've been creating programs to do just that.

Every few years the District develops an operations plan that spells out the challenges we face and the improvements we need to make. One of the action items for the FY08 - FY10 OPLAN is "Establish a New Supervisors Training Program" to enhance accountability and professional development.

As an initial action, a study group recommended that we send a congratulatory letter and checklist of required and recommended training and other supervisory considerations to employees upon their selection to a supervisory position. This training needs to be incorporated into the new supervisor's Individual Development Plan and supported by the next higher level supervisor.

We're following that up by developing a training program of annual 6-8 hour workshops that will arm first-line supervisors with the information, resources and support needed to successfully perform supervisory duties within the District and the Corps.

We are also developing an expanded list of other learning opportunities that will help supervisors develop their leadership, problem solving, team building and communication skills.

And we're always looking at ways to improve what is already one of the best Leadership Development Programs in the Corps.

I've been making a personal effort to get our District leaders thinking about this topic. Over the past few months I've been meeting them in small groups, sharing my philosophy, discussing what it means to be a good supervisor, and talking about this training program we're developing.

Almost everyone I've talked with agrees with what we need to do and how we're proposing to do it. We're all committed to improving the command climate and the quality of our leaders in Portland District.

Building STRONG – Essayons!

SBA names Montalbano Veteran Small Business Champion

Story by Sylvia Gercke, Oregon District, U.S. Small Business Administration

Photo by John Klicker, KeefeKlicker Studio

U.S. Small Business Administration Oregon District Director Harry DeWolf presented Portland District contract specialist Randy Montalbano with the Portland SBA Veteran Small Business Champion of the Year for Oregon Award at the SBA Portland's Small Business Week Awards Gala May 28 in Portland, Ore.

"I am proud to honor our top Oregon entrepreneurs and the true champions of small business whose tireless efforts provide tangible and significant results to the entire state of Oregon and Southwest Washington," said DeWolf.

"Randy Montalbano is a mentor and a friend to veteran business owners. His 30 years in the Army helps him to create a bond with veteran business owners. The bond establishes a trust so that Montalbano can make suggestions for improvement on how veteran business owners can improve their presentation skills when making contract proposals to government agencies, as well as improve their understanding of the federal government contracting requirements," said DeWolf.

District Commander Col. Steven R. Miles and Contracting Division Chief Ralph Banse-Fay join DeWolf in congratulating Montalbano.

"Montalbano cares about the firms he mentors because he believes that veteran outreach is more than an opportunity for a contract, it is an opportunity to help veteran business owners be successful," DeWolf said.

Montalbano was hired by the U.S. Army Corps of Engineers upon his retirement from the Army in 2004. He is currently a contract specialist in the Portland District. He also serves as a mentoring partner with SBA and its resource partners.

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Commander: Col. Steven R. Miles, P.E.
Chief, Public Affairs: Matt Rabe
Editor: Scott Clemans

PROFESSIONAL ORGANIZATIONS

District urges Society of American Military Engineers membership

Story by Erica Jensen, Public Affairs Office

"It's not what you know, but who you know." It's an old cliché, but does carry a grain of truth. Professional organizations are a great way to meet people and boost your career. Most offer trade publications, job listings and annual conventions, but the greatest value for many is the opportunity to directly interact with senior staff and others both within and outside of your organization.

Belonging to an association really helps to build your professional reputation, said Mike Roll, deputy director of the Hydroelectric Design Center and longtime member of the Portland Post of the Society of American Military Engineers.

"The groups are a great way to build relationships with leaders and colleagues you might not normally interact with. It's also likely that they'll remember your name when a future opportunity comes along," he said.

SAME is one professional organization that the Portland District supports and encourages employees to join.

"Anyone can become a member," said Roll. "Most employees think you have to be in the military or be an engineer to join, but the group is open to anyone who wants to participate."

"In a nutshell, SAME's purpose is to bring professionals together to exchange information about how to solve engineering problems," said Rick Goodell, assistant chief of the Operations Division and SAME board member.

The District benefits from this by gaining access to some of the best architectural and engineering expertise in the industry, and private sector firms get to learn about many of the engineering projects we have in the works, Goodell said. "It's a win-win situation for everyone."

SAME is an international organization founded in 1920, with nearly 150 satellite posts located throughout the world. The Portland Post includes members from the Corps, sustaining member firms and other civic organizations around the Northwest.

As members, participants attend local, regional and national events along with other planned social functions. They may earn continuing education credits by attending monthly programs and day-long workshops. The organization also produces trade publications and newsletters that provide timely information about new engineering developments and technology.

"The Portland Post hosts monthly meetings where members can learn about engineering efforts happening throughout the Pacific Northwest," said Roll. "You learn a lot about what's happening right outside our doors."

In the past, members have learned details of private sector projects such as the Burnside Bridge repair project, TriMet's Interstate Avenue MAX line extension and the Interstate 5 widening project.

The Corps also briefed the group several times last year, discussing the John Day Dam navigation lock repairs, the notching of Elk Creek Dam and the construction of The Dalles Dam spill wall.

"The briefings help the District to learn what's going on outside the Corps," said Goodell. "And

Corps of Engineers Photo

The Dalles Dam spill wall construction is one of the topics Corps employees have discussed at recent SAME Portland Post meetings.

young engineers gain an understanding of what's happening in the private sector by working with and learning from technical experts outside the District."

The Corps has consistently supported SAME with its leadership. This year, Chief of Engineers Lt. Gen. Robert Van Antwerp was elected as the national organization's new president, and Northwestern Division Commander Brig. Gen. William Rapp is vice president of the Northwest region.

"My job is to help keep SAME exciting and relevant to members and to help the post organizations grow," said Rapp. "SAME is a way for all of us to grow and develop as engineer professionals."

On June 3, District Commander Col. Steven R. Miles was sworn in as the Portland Post's new president.

"I want to continue the great reputation of the Portland Post and focus on several objectives during the next year," said Miles. "I want to build and strengthen our current post membership. I'd like to increase participation by our regional partners, and make sure that our monthly programs remain interesting, exciting and technically stimulating."

Another advantage of SAME membership is earning continuing education credits for attendance at events and professional development seminars.

"It's an easy opportunity to earn professional development hours," said Roll. "You can attend a meeting and earn credits towards your professional license. That's an important benefit of membership in the society."

Many members say the best part of the society is the relationships they've developed along the way.

"I've been a member since college, and the real value of SAME to me is in the lifelong professional relationships that I've developed and the top-notch expertise that they all bring to the table," said Miles.

"I also see the District's involvement in SAME as an asset to the Corps and one that we just can't afford to lose. I hope that District employees looking for professional growth will consider the benefits of joining this professional organization," Miles said.

For more information about joining the Society of American Military Engineers' Portland Post, visit *http://posts.same.org/portland/.*

SAME Member Firms

AMEC
BERGER/ABAM Engineers
CH2M HILL
Cooper Zietz Engineers
Cornforth Consultants
GeoEngineers
Hayes, Seay, Mattern & Mattern
HDR Engineering
Kleinfelder
MacKay & Sposito
Mead & Hunt
Parsons Brinckerhoff
Shannon & Wilson
Thomas/Wright
URS Corporation
Weston Solutions
WHPacific

Corps' Rapid Response Vehicle helps secure Rose Festival fleet

Story and photos by Amy Echols, Public Affairs Office

You likely didn't notice it tucked under Portland's Burnside Bridge during the Rose Festival – the U.S. and Canadian military ships anchored at the seawall dwarfed its 37-foot length.

But for a few days each June, it's there – a modified, high-tech recreational-type vehicle the Corps deploys to serve as the U.S. Coast Guard command center for Fleet Week, securing the visiting fleet and the surrounding environment for thousands of visitors.

One of six similar vehicles in the nation, Rapid Response Vehicle 5 can roll from its base at the U.S. Moorings in northwest Portland within hours of a call to support regional-level emergencies.

On board, members of the Corps' Readiness team and ACE-IT technicians support emergency communication links between a District office and field operations. The team has access to a network server, GIS systems, GPS equipment, digital cameras, mapping and drafting software, and more.

ACE-IT technicians Jeremy Camps and Daniel Miller are trained to support the RRV and on call 24/7 to deploy and set up remote telecommunications systems, including satellite communication ability, several radio components, laptop computers and televisions.

RRV 5 arrived in Portland in 1999, and has supported the Rose Festival's security needs since 2003. Additionally, it deployed in support of a national emergency in 2005, when it and its support crew responded to New Orleans in the wake of Hurricane Katrina.

While Portland is the RRV's custodial district, use of the equipment is at the discretion of USACE headquarters.

RRV 5's Portland District crew on their Rose Festival shift includes (from left) Daniel Miller and Jeremy Camps, ACE-IT; Tracy Bell, Readiness Branch; Rick Goodell, Operations Division; and Paul Jewell, Readiness Branch.

Mount St. Helens team knows there's no simple solution for sediment

Story by Jennifer Sowell, Public Affairs Office

Nearly 30 years ago the Portland District became the first and only U.S. Army Corps of Engineers district in the continental United States to contend with an active volcano.

Nearly 30 years ago the Portland District became the first and only U.S. Army Corps of Engineers district in the continental United States to contend with an active volcano. The 1980 eruption of Mount St. Helens choked the Toutle, Cowlitz and Columbia rivers with massive mudflows and created a lifetime of work for District engineers.

The initial emergency response was as massive and swift as the mudflows that created the problems. The Corps responded immediately by raising levees and roads, removing debris and clearing blocked creeks between Castle Rock and Longview, Wash.

The Corps also conducted emergency dredging for eight months until the Columbia River navigation channel was fully restored and just over 100 million cubic yards of material had been removed from the three rivers.

By 1984 longer-term solutions were underway. The Corps stabilized Spirit Lake, which had risen nearly 200 feet due to the debris, by tunneling 8,500 feet through Harry's Ridge and diverting some of the water to lower the lake's elevation.

At the end of 1989 the Corps completed construction of a Sediment Retention Structure on the north fork of the Toutle River. The 1,800-foot long, 184-foot high SRS was designed to slow the flow of water enough to allow sediment to drop out and be retained behind the structure.

The SRS handled the task pretty well for nearly two decades. While there is still about 100 mcy of storage capacity remaining, the SRS now retains sediment at about a quarter of the rate that it did for the first 10 years. The 1985 decision document noted that this would happen and suggested the Corps consider the cost of annual dredging versus raising the SRS once it did.

"What's happening with the SRS now is what's supposed to happen," said Jeremy Britton, technical lead. "It's less efficient now that water is moving through the spillway, which is why we're looking at a handful of alternatives to manage the additional sediment."

Britton leads the technical team that is putting together a long-term sediment management plan. Unlike the response to the emergency in the 1980s, the Corps must evaluate alternatives with many variables in mind, such as more stringent environmental regulations.

The two main goals of the plan are to provide flood risk management for Longview, Kelso, Lexington and Castle Rock, Wash., and to maintain navigation on the Columbia River. Potential measures are also assessed to the degree that they minimize impacts to fish and wildlife, reduce operation and maintenance costs, protect cultural

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PROJECT UPDATE

MSH *- Continued from page 8*

resources, are adaptable to changing conditions and are cost-effective, reliable and acceptable.

The team recently completed the first screening of alternatives, narrowing the field from 16 to eight viable options to manage the estimated 125 to 250 mcy of sediment that will enter the system through 2035, the Congressionally-authorized life of the project.

The team is now poised to begin the second-level screening on the remaining alternatives by taking a more in-depth look at each method, including conceptual design, modeling and estimated costs for each.

"Alternatives that were screened out in the first round are not necessarily off the table, but the level of effort for the second screening is much higher so it's beneficial to set aside some options based on feasibility," said Dylan Davis, Mount St. Helens long-term study project manager.

The measures getting a closer look manage the sediment in a variety of ways. Raising the SRS and building multiple smaller-scale structures above the SRS are methods that trap sediment closer to the debris avalanche, while creating a sump in the Toutle River and dredging the Cowlitz River focus on handling the sediment once it's much farther downstream.

The Corps also is considering using the Cowlitz River itself to handle the abundant sediment by expanding the floodplain, releasing flushing flows from Mossyrock Dam and adding dikes to the mouth of the river to help push the sediment through.

The efficacy of some methods is more easily questioned. For instance, expanding the Cowlitz River floodplain would require a large-scale displacement of existing infrastructure and people.

"A closer look is still warranted to calculate how effective it could be, but it is highly unlikely the benefits will outweigh the costs," said Britton.

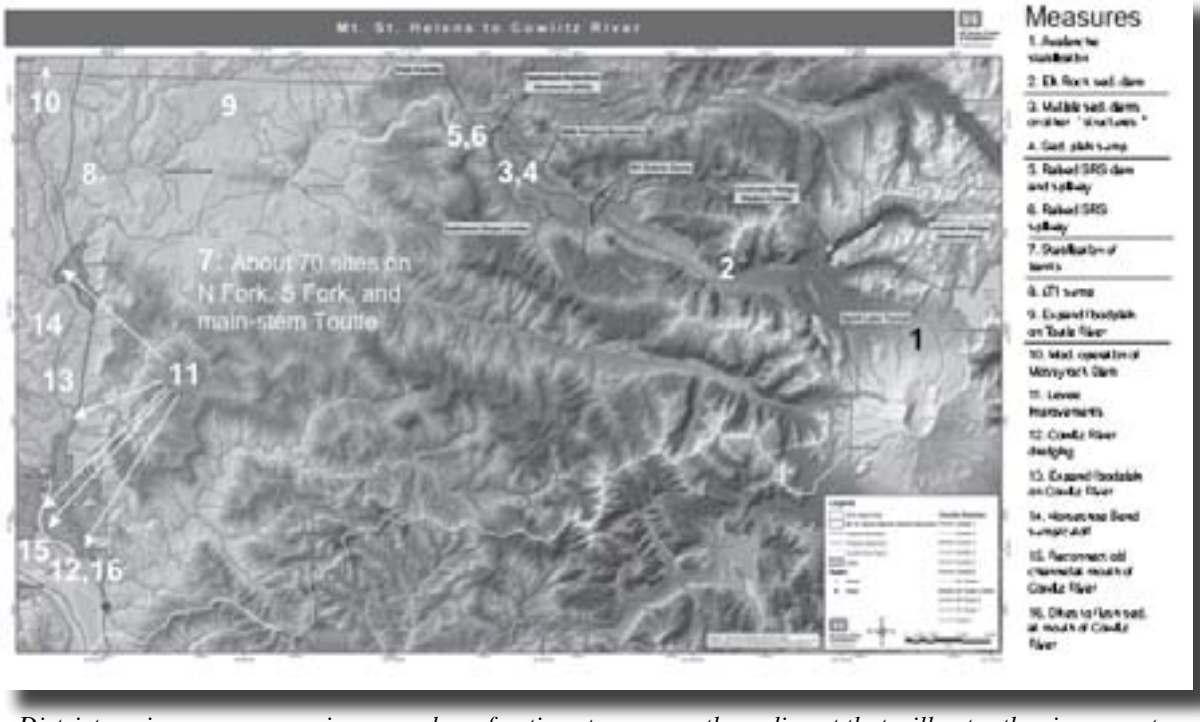
On the other end of the spectrum, raising the SRS has been on the list as a long-term management alternative since the 1980s. While expensive, the SRS' previous performance suggests this would be highly effective.

"The preferred alternative will most likely be a combination of several measures selected based on their effectiveness, cost, adaptability and environmental considerations," said Britton.

The long-term sediment management plan is scheduled to be released by December 2009, and environmental coordination for the chosen methods will occur the following spring. But the Corps isn't waiting to address the problem.

The immense amount of debris from the eruption dramatically altered the hydraulic and

The 1980 eruption of Mount St. Helens choked the Toutle, Cowlitz and Columbia rivers with massive mudflows and created a lifetime of work for District engineers.



District engineers are assessing a number of options to manage the sediment that will enter the rivers west of Mount St. Helens through 2035.

hydrologic systems of the Cowlitz and Toutle rivers and reduced levels of protection provided by levees along the lower 20 miles of the Cowlitz River.

Construction of a levee cutoff wall along 1,700 feet of the Castle Rock levee will begin this summer to ensure that it is capable of withstanding the increased flood risk. While flood risk is often thought of as overtopping of levees, this section of the levee is susceptible to underseepage; water could potentially seep under the levee and come out the other side. The increased river level due to sedimentation increases the potential for underseepage of the Castle Rock levee. The cutoff wall will force any underseepage further under the levee wall, reducing the force of the water and the flood risk along with it.

"Nothing has changed as far as the resistance of the levees; rather the sediment load of the river and the uncertainty of flood frequency have increased," explained Britton. "We want to make sure the levee improvement is designed with this in mind."

Levees in the other communities along the lower Cowlitz River have decreased levels of protection as well, but they had more to begin with and are not at as much risk as the Castle Rock section.

Dredging planned for this November will benefit those communities and help to alleviate the burden on the levees. The Corps dredged the lower Cowlitz River for the first time in nearly 10 years in 2007 and again in 2008. The effort removed 2.5 mcy of sediment, but much more will need to be done to manage the five to 10 mcy of sediment estimated to enter the system annually.

Corps of Engineers Photos

The Sediment Retention Structure on the north fork of the Toutle River slows the flow of water, allowing sediment to drop out and be retained behind the structure.

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Leadership Devel challenges new

LDP

Story by Erica Jensen, Public Affairs Office

Photos by Billie Johnson, ACE-IT Visual Information

Fourteen employees selected for this year's District Leadership Development Program will spend the next 12 months together, honing their presentation skills and learning about and witnessing leadership principles in action. They will plan and implement a capstone project intended to test their personnel management, team building and project development skills.

Participants also are encouraged to attend and participate in District leadership meetings to learn not only what the Corps does, but also how it all fits together.

The class will be facilitated by Don Chambers, chief of Engineering and Construction Division, and Doug Clarke, chief of Programs Management Branch, both of whom bring a tremendous amount of individual, organizational and national leadership experience to the three academic components of the program.

"We're looking forward to a great year of personal and professional growth, where the students will also develop a much broader perspective on the Corps and the national policy process," said Chambers.

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://w3.nwp.usace.army.mil/de/leadership/home.asp.*

LDP Students

Vandi Leheny, Project Controls Team

Leheny has worked for the Corps since 2001, first with Alaska District in project management then with Mobile District's regulatory program. Leheny returned to her project management roots in 2009 with the Portland District, where she works as a member of the project controls team. Along with her commitment to carrying out the Corps mission, Leheny is a member of the armed forces, with more than 21 years of service. Away from work, Leheny enjoys reading and says her best literary experiences occur on a sunny day at the beach or by a cozy fire on a rainy day. Leheny has three children; two sons, 12 and 13, and a daughter, 18.

Scott Hull, Civilian Personnel Advisory Center

Hull is the Portland District's new Civilian Personnel Advisory Center director. He's been with the District since 2001, supporting command and senior staff from the Portland District, Portland Army Recruiting Battalion and Portland Military Entrance Processing Station with guidance on human resource policy, regulation and implementing personnel actions. Before that he worked for the Army's Southwest Civilian Personnel Operations Center for three years. Hull graduated from Kansas State University with a bachelor's degree in elementary education, and is also certified as a professional in human resources by the Society for Human Resources Management. When Hull's not busy sorting out HR issues, he participates in triathlons or explores new and different restaurants in the local area.

opment Program class members

Dominic Yballe, Regulatory Branch

Yballe's life with the Portland District started in 2001 in Eugene's Regulatory Section, where he reviewed project permit applications to ensure federal compliance. In 2005, Yballe moved to Portland to work as the District's liaison with the Oregon Department of Transportation, and in 2009 changed roles to serve as team leader for four project managers. His first federal government job was at Grand Teton National Park, where he studied the effects of fire on wilderness ecology. In his off time, Yballe enjoys playing pool, saying, "You can have good competition with others, or challenge yourself. The quality of play depends on minute adjustments."

Dow Webber, Dredge Yaquina

Webber entered the Portland District in 2000 through its Engineering-in-Training program. He completed rotations through various projects and offices before landing at the U.S. Moorings in 2001. Webber assists Yaquina's port engineer, crew and Moorings personnel in all aspects of dredge repair, maintenance and improvements, ensuring work is performed safely and at the lowest lifetime cost. Webber graduated from the U.S. Coast Guard Academy in 1983, and served aboard the cutter Mellon and at the Resident Inspector's Office in Seattle. Webber is a registered professional engineer in naval architecture and marine engineering in the state of Washington. He enjoys weightlifting, reading, crosswords and cooking. Webber is married with two children.

Mark Heiller, Construction and Architectural Engineering Branch

Heiller has worked for the Portland District's Contracting Division for six years. Today, he is chief of the Construction and Architectural Engineering Branch and also serves as a contracting officer for the group. He is certified in his career field and has a degree in public policy and administration from California State University. Heiller supported the District's overseas contingency operations with a deployment to Iraq, and also deployed with the debris team on three hurricanes, including Katrina. Mark has three children – two daughters, 28 and 13, and one son, 16. When Heiller's not busy with work, he enjoys a good home improvement project, gardening, hiking, fishing and watching football.

Chris Taylor, Willamette Valley Projects

Taylor has worked around powerhouse operations for 13 years, first as a stay-in-school employee at Cougar Dam then as an apprentice with the District's Power Plant Apprentice Program, in which he became an electrician. After six years with Lookout Point Dam's electrical and electronic department, Taylor was promoted in 2007 to power plant crew supervisor for the lower Willamette Valley's nine projects. Today, Taylor says that working his way up the ladder from laborer to crew foreman has really helped him to appreciate every employee, understand every facet of hydropower operations and value his career path. Taylor is married with two daughters, 6 and 8, and a son, 3. Taylor enjoys hunting, fishing, camping and hanging out with his family.

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LDP - Continued from page 12

LDP

Kathryn Tackley, Reservoir Regulation and Water Quality Section

After working as a contractor for the Corps' Engineering Research and Development Center for almost 11 years, Tackley signed on with the Portland District as a physical scientist in 2007. Today, she works in the Reservoir Regulation and Water Quality Section where she manages the District's water resources, ensuring they are protected, maintained and restored. She has a degree in physical geography and geology from the University of Wisconsin, and is continuing her education at Portland State University. Tackley lives in the beautiful Columbia River Gorge with her husband, two dogs and three cats.

Roger James, The Dalles Lock and Dam

James began working at The Dalles Lock and Dam in 2006, after working in private industry for nearly 19 years. As CADD lead, James took on the monumental task of identifying and updating critical project drawings for both The Dalles and John Day Locks and Dams. In 2008, he was appointed as technical lead of the BPA-funded Regional As-builts Drawing Modernization Initiative, leading a team of District professionals to identify and update high priority powerhouse operations and maintenance drawings. He attended North Dakota State University, and has 22 years experience as a draftsman/CADD technician, steel designer/detailer, project coordinator and network administrator. James is an avid sportsman and mineral collector, and enjoys lapidary work.

Tony R. Kirk, Bonneville Lock and Dam

Kirk's Portland District career started at Bonneville Lock and Dam in 1999 as an electrical utility-worker. In 2001 he applied for and was accepted into the dam's Power Plant Trainee program, in which he became a power plant electrician. Today, Kirk is Bonneville Dam's electrical crew supervisor and chairperson of the Bonneville Power Plant Trainee Program. Prior to his Corps service, Kirk was as an active duty U.S. Army Soldier. During that time, he was a Sturgis Medal nominee, U.S. Army Ranger School graduate, master-rated jumpmaster and certified master instructor. He also was inducted into the Sergeant Audie Murphy Club, an honor bestowed only upon the top 2 percent of Army Noncommissioned Officers.

Matthew Hanson, Structural and Architectural Design Section

Hanson started his Corps career as a young Engineer-in-Training with the Alaska District. After completing his EIT rotations in the frigid north, he moved in 1985 to the Portland District. His first job was in the Hydraulic Design Section, where he designed fishway passage and water control structures. Today, he is a senior structural engineer with the Engineering and Construction's Structural and Architectural Design Section. He has a degree in civil engineering from the University of Washington, and is licensed as a professional engineer in Oregon. Off the clock, he spends his time playing the viola, woodworking and working on cars. Hanson is married, with three children, two daughters,13 and 20, and a son, 17.

Paul Cloutier, Tribal Liaison, Portland District

Cloutier joined the Portland District in 2007 as its tribal liaison. He advocates and acts as an intermediary for 16 tribes spread across the western United States. As a descendent of the Saginaw Chippewa Indian Tribe of Michigan, Cloutier's heritage serves him well as he helps the District maintain its relationships and meet its trust obligations with its tribal neighbors. Prior to his move west, Cloutier was Native American Affairs director for the Michigan Department of Human Services and also worked for the Nottawaseppi Huron Band of Pottawatomi. When asked about his recent move, Cloutier says, "It was difficult leave Michigan, but the support I have received from the District has been phenomenal. My wife and I consider it an honor to be part of this family, and I am grateful for the District's decision to invest in me and my career."

Dan Watson, Hydroelectric Design Center

Watson left private industry in 1990 to join the Portland District as a mechanical engineer in HDC's Turbine Section, where he's been ever since. His efforts for the past 20 years have been focused on the inside of the hydroelectric powerhouse, where he has worked on its mechanical systems and equipment. His specialty is turbine rehabilitation and renewal. He has two degrees from Portland State University – one in mathematics and chemistry earned in 1976, and the other in mechanical engineering earned in 1990. Watson is a professional engineer in the State of Oregon. When not at work, Watson enjoys reading, hiking with his wife and riding motorcycles.

Gail Lovell, Geotechnical, Civil, and Environmental Design Section

Some people are born with a green thumb; Lovell is one them. She started her career with the Portland District in 1981 as a landscape architect technician, and has since become a registered landscape architect. During her years with the Corps, Lovell has worked on the historic restoration of Bonneville Lock and Dam's grounds, returning them to their original conditions, and has managed a host of ecosystem restoration projects that included restoring tidal marshes, stream channels, wetlands and riparian habit to their natural conditions. More recently, she's worked on landscaping efforts at 33 Columbia River Treaty Fish Access sites and at Celilo Village. When Gail's not playing in the mud, she enjoys camping, hiking, drawing and painting.

Brad Eppard, Fish Passage Team

Eppard joined the Portland District in 2005 as a fishery biologist on the Fish Passage Team, where he designs and oversees survival studies for juvenile salmon and steelhead conducted at the District's Lower Columbia River dams. Before that, he worked for NOAA Fisheries on Walla Walla District projects, where his work in juvenile salmon behavior and survival significantly influenced the configuration and operation of Ice Harbor Dam on the Snake River. Eppard began his federal career in 1993 conducting research with the NOAA Fisheries in Pasco, Wash. He has a degree in wildlife management from Central Washington University. He is married and has two beautiful little girls, 2 and 4.

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LDP Facilitators

Donald R. Chambers, P.E., Chief, Engineering and Construction Division
Chambers is chief of the Engineering and Construction Division for the Portland District with responsibility for almost 200 professional engineers, geologists, hydrologists, scientists and other technical and administrative personnel. He started his career as a structural engineer with the District in 1976, and has held positions of chief in the Cost Engineering Branch, Structural and Architectural Design Section, and Design Branch. Chamber's has deployed twice to Iraq – in 2003 as part of the Corps Hydropower evaluation team and again in 2004 as a construction manager at Gulf Region North. Chambers is a registered professional engineer and a member of the American Society of Civil Engineers. He received his Bachelor of Science degree in engineering physics and a Master of Science degree in civil engineering from Oregon State University. When Chamber is not at work, he spends time with his wife Nicki, kids and grandkids, and his dog Harley. He's a diehard OSU fan. Orange at heart!

Doug Clarke, Assistant Chief, Planning, Programs and Project Management Division
Clarke is the assistant chief of Planning Programs and Project Management Division and the chief of Programs Management Branch. He is certified as a Project Management Professional by the Project Management Institute and has a degree in civil engineering. After working for the Department of the Navy for two years, he began working for the Portland District in 1987 in Engineering Project Management. He moved to the Project Management Division in 1989, where he worked on various projects including Columbia River Fish Mitigation actions at Bonneville Dam, Elk Creek and John Day Major Rehabilitation. He was promoted to assistant chief in 2003. Clarke performs the majority of the day-to-day Congressional interface for Portland District and leads the District's Business Process Management Group. Clarke is married with two girls, 12 and 14.

Kells lauded for teaching excellence

Story and photo by Jo Anita Miley, Engineering and Support Center, Huntsville

John Mayes, Huntsville Center contracting director, presents a Huntsville commander's coin to Portland District employee Marilyn Kells. Kells, a USACE Architect-Engineer Contract Administration Support System and Construction Contractor Administration Support System program manager, gave a two-day focal point training class on the Department of Defense program to Huntsville contracting employees May 12-13.

Bonneville lock operator looks back on 45 years of service

Story by Scott Clemans, Public Affairs Office

Renault's cowboy aura is matched by his compassion, generosity and commitment to public service. Photo by Rick Petersen, Bonneville Lock and Dam.

Joe Renault wears a cowboy hat and cowboy boots (note to safety office: they have regulation steel toes), and he often uses expressions like "Round 'em up and move 'em out!" and "Don't spare the horses!" when giving tug captains instructions to enter or leave the navigation lock at the Bonneville Lock and Dam Project.

But although the lock operator's cowboy aura is big, his compassion, generosity and commitment to public service during his 40 years at the project are even bigger.

Take vacations, for example. Renault says he typically takes only one or two weeks off each year, although this fall he and his wife of 49 years, Nancy, will – atypically for them – vacation in Honolulu. And the rest of those five vacation weeks he earns each year?

"Joe probably donates more to the leave donation program than anyone in the Corps," said power plant operator Rick Petersen. "He recently donated over 100 hours to one guy. If someone needs extra leave, everyone knows to ask Joe, because he'll do it – it doesn't matter if he knows them or not."

The Renaults have also dedicated a tremendous amount of their time to children in need. In addition to raising their own two children, they provided a home to about 100 foster kids – some handicapped, some blind – over a 20-year period.

But it's clear that on the job is where Renault loves to be, and where he's made his biggest contribution.

How much does he love the job? He's missed just one scheduled day of work in his entire 45-year government career. Period.

"Joe just enjoys his work – it's just a big love affair between him and the people he works with," said Nancy Renault. "He's still putting boats through, and probably will be until the end of time."

In addition to his attendance, Renault's commitment to duty is well-known among his co-workers and supervisors.

"Joe would work at the navigation lock 24 hours a day if you needed him to," said chief power plant operator Brenda McClary, who coordinates employee scheduling for the project's Operations Section. "You can call him any time of day or night and he will come in to cover a shift."

McClary said that Renault willingly worked 936 hours of overtime in 2005 when the section was short-handed.

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Renault *- Continued from page 15*

As an ambassador of the Corps to those who work on the Columbia River, it's unlikely that Renault will ever be equaled. He seems to know every captain, engineer and deckhand on every tug, and has a personal nickname for every boat based on its characteristics, old captains, or other trivia.

That's one big reason why Renault preferred Bonneville's old navigation lock – which he operated from 1979 to its closure in 1993 – to the new one.

"The old lock was busier because it was smaller," he said. "Tugs had to separate their barges and bring them through in multiple trips. I had more contact with the crews then, and more time to get acquainted."

Still, Renault's social contacts remain – both on the river and off.

"Lots of cowboys work on the river, and a lot of them live in The Dalles," Renault said. "Whenever they find out I've been in town, they always call me up and ask, 'Why didn't you call?'"

Even when he's not on duty, Renault always still has one eye and a lot of his mind on the river, according to Nancy Renault.

"I don't care where we are or what we're doing – if Joe sees a speck somewhere on the river, he knows which barge it is, where it's going, and how long it will take it to get there," she said.

Renault came to Bonneville Dam in 1969 as a security officer, after five years as a U.S. Air Force fire/crash rescue specialist and a stint as a county and then city firefighter. Project security officers at that time were also trained as law enforcement officers, firefighters and paramedics.

"My favorite part of the job was meeting visitors and helping people with their problems – a flat tire, running out of gas, etc.," he said.

Many workers lived in government housing near the dam at that time, and Renault looks back with fondness on the sense of community that living on the project provided.

"We were like our own city," he said. "We had big potluck picnics, and an annual softball tournament where the electricians played the mechanics, and the (natural) resources (employees) played the winner."

Renault also remembers the annual New Year's Eve party at the auditorium, the tee-ball team of dam and state fish hatchery employees' children that played against other local communities, and his own security force's shooting competitions against the Oregon State Police and Multnomah and Skamania County Sheriffs' departments.

And, of course, in keeping with his rough, tough cowboy aura, he remembers … the roses.

"We had 350 species of roses on the project, and trees from all over the world," he said. "People were always stopping to take pictures … the (Portland) Rose Festival court came out here for their pictures due to the roses. In those days, we had a 14-person gardening crew just to take care of it all."

In 1973 or 1974, the security office became part of the natural resource section, which caused a few changes in Renault's duties.

"We had county sheriff's commissions before, so we could enforce vandalism laws, protect the power lines and so forth. We had to give them up when we transferred to natural resources. So after that, when we saw someone committing a crime against (government) property, we'd yell, 'Hey,

Renault in his Bonneville security uniform opens a Christmas gift in the living room of his home on the project. Photo courtesy of Joe Renault, Bonneville Lock and Dam.

you're not doing that right,' and go help them instead of arrest them," he joked.

It wasn't a difficult transition when Renault moved over to the navigation lock, which was overseen by the powerhouse staff.

"We were trained by the powerhouse," he said, "and I already knew everyone there. We went through three phases of training, with an exam every three months. The main thing they stressed was safety."

Renault picked up much of his lock-operating vocabulary from tug captains passing through the old navigation lock.

Renault rides herd over traffic at the old navigation lock. Photo courtesy of Joe Renault, Bonneville Lock and Dam.

"The first boat through, I told him, "You have a green light.' He came back and said, 'I don't see a green light – I see a green banana.' So that's what I've been calling it ever since," said Renault.

"'You have the green banana' is one that we all are aware of – and I do mean all the barge traffic, small vessels and personnel," said McClary. "The powerhouse operators use these terms when we work the navigation lock and everyone knows exactly what it means."

In addition to the social aspect, Renault preferred the old navigation lock because it was easier to maintain.

"It was like a Model T Ford – if something broke, you could use bailing wire and rubber bands to keep it running until you could get it fixed," he said. "The new lock is all electronic, which makes it easier to operate but harder to maintain – when one thing goes out, the whole system shuts down."

That's not to say that things aren't interesting at the new lock. The passage of the Lady Washington, a replica of a 1750s merchant sloop, provided some recent entertainment.

"They fired off a cannon in the lock," Renault said. "The crew asked me special, 'Have you ever seen a cannon go off?' And when I said no, they fired it off just like you see in the movies."

"Then," he added with a crooked grin at two park rangers listening to the story, "they sailed around the point and fired another at the visitors' center."

Despite the joke, supervisory park ranger Pat Barry knows Renault cares about the visitor center staff, too.

"We usually get off work at 5:15 p.m. from the visitor center. If Joe has a tug waiting to leave, he'll call us and tell us 'code red,' which is his way of telling us not to dawdle or we'll get stuck at the swing bridge which will swing promptly at 5:20 p.m.," Barry said.

Renault says he spends his off-hours drinking coffee and visiting with friends in Cascade Locks. He's also active in the Eagles and Elks fraternal organizations, and is taking classes in real estate. But although Operations Project Manager Jim

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Operations Project Manager Jim Mahar presents Renault with his 45-year length of service award. Photo courtesy of Dennis Schwartz, Bonneville Lock and Dam

Renault *- Continued from page 17*

Mahar recently presented him with his 45-year length of service award, Renault says he's in no hurry to retire or change careers.

"Joe has been going to retire for the last 20 years!" said McClary. "He used to tell you that he was going to retire each year and that couldn't be further from the truth … I know that he will be working at Bonneville long after I am."

Although he has seen many changes at Bonneville Lock and Dam in the last 40 years, Renault doesn't regret any of them.

"They say that time goes by fast when you have fun – well, I've had fun," Renault concluded.

Renault and power plant operator Brad Sharp share a joke at the new navigation lock. Photo by Rick Petersen, Bonneville Lock and Dam

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"The amount of material that needs to be dealt with is tremendous," said Tim Kuhn, Mount St. Helens project manager. "It's a very complex issue and there's no simple solution."

The debris avalanche was estimated at 3 billion cubic yards after the eruption and only a very small fraction of that sediment has been dealt with. The measures that come out of the long-term plan should do well to manage the sediment through 2035; however, the Corps is well aware that the problem won't end there.

"We know that what we do in the next few years won't be the final solution for this problem," said Britton, who was seven years old when Mount St. Helens erupted.

"It's not something we can fix and walk away from. This is an ongoing challenge that will need to be revisited by future generations."

Birders flock to Fern Ridge festival

During the festival each year, the Corps sets up spotting scopes at a viewing platform within the Fern Ridge Wildlife Area.

Story by Christie Johnson, Willamette Valley Projects

Photos by Kat Beal, Willamette Valley Projects

Fern Ridge Reservoir west of Eugene is considered a birder's paradise by many local bird enthusiasts. The reservoir is home to more than 250 bird species and was designated an Important Bird Area in 2003 by the American Bird Conservancy.

However, the reservoir is not as well known as it should be among birders outside of the local area.

When the Corps needed to drain water from Fern Ridge Reservoir in 2005 to repair the dam, the Corps and members of the local community discussed ways to bring tourism to the area that did not depend on a full reservoir.

From this discussion, the idea for the Fern Ridge Wings and Wine Festival was hatched. The goal of the festival would be to attract local and out-of-town visitors by celebrating the wonderful birding resources and wineries in the area.

The planning and implementation of this annual event is a cooperative effort of many partners, including the City of Veneta, Lane County Audubon Society, Fern Ridge Chamber of Commerce, Travel Lane County, Cascades Raptor Center, Oregon Department of Fish and Wildlife and the Corps.

For the past four years, the event has been held on International Migratory Bird Day in May. The festival schedule includes bird and nature walks, children's activities, hands-on workshops, canoe trips, wine-tasting and educational talks.

The Wings and Wine Festival is a great opportunity to share how the Corps and ODFW manage the resources at Fern Ridge Reservoir to improve habitat for birds and other wildlife.

During the festival each year, the Corps provides free guided bird walks and wildflower walks at Fern Ridge. In addition, the Corps sets up spotting scopes at a viewing platform within the Fern Ridge Wildlife Area and provides staff to answer questions.

The Corps also staffs an educational booth on the main festival grounds at Secret House Winery in Veneta.

Each year, attendance at the festival has grown – nearly 500 people participated in 2009. As word spreads through the birding community, Fern Ridge may soon be recognized as a "birder's paradise" throughout Oregon and beyond.

Park Ranger Christie Johnson staffed an educational booth at the Wings and Wine Festival.

FERN RIDGE FESTIVAL

Portland District employees celebrate Army, Corps birthdays

Story by Erica Jensen, Public Affairs Office

Photos by Billie Johnson, ACE-IT Visual Information

Portland District employees celebrated the U.S. Army's and U.S. Army Corps of Engineers' 234th birthdays on the Willamette River waterfront in Portland June 12.

More than 50 Corps employees walked and ran through Governor Tom McCall Waterfront Park and along the Vera Katz Eastbank Esplanade, wearing black "Army Strong" t-shirts donated by the Portland Army Recruiting Battalion and racing bibs with the number 234.

District Commander Col. Steven R. Miles kicked off the event, carrying the U.S. Army flag alongside Civilian Personnel Advisory Center Director Scott Hull bearing the Corps flag. Col. Miroslav Kurka, deputy commander of the Northwestern Division, also joined in the celebration.

Everyone received high-fives and shouts of encouragement from fellow participants and passers-by as they completed the run or walk.

Following the three-mile walk, employees joined Col. Miles for a birthday cake celebration, where Brianne Brende from the Hydroelectric Design Center and Carol Hastings from ACE-IT Visual Information, the newest and longest-serving employees on hand, helped cut the cake and officially commemorate the two birthdays.