Dredging the forebay at Bonneville Lock and Dam
March-April 2013
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Commander’s Column
Budget challenges and impacts on employees

As I sit down to write this article, I understand and appreciate the impacts our national debt and budgetary impacts have on our employees. With the firm travel restrictions, hiring freezes, training restrictions and threats of furlough, these are trying times. Despite the frustrations of not knowing how the looming prospect of furlough would impact you, you continue to focus on the mission with an eye toward getting the job done. I truly appreciate that, and would ask you to continue your efforts as we accomplish our missions for the Nation and implement evolving guidance.

Many of you are following the media reports surrounding our current fiscal condition, as well as rumors and uncertainties. The media has been reporting on POSSIBLE impacts to various federal departments and agencies, should our national leaders not resolve our fiscal uncertainties. The Corps is caught up in these uncertainties. Among the most concerning of these uncertainties was the possibility of a furlough of our employees for 22 days between now and the end of the fiscal year. In February, we began discussions with our various unions regarding notification of employees should a furlough be implemented, how to manage furlough days, and identification of mission critical positions that we may seek to exempt from a furlough. Many of these outcomes are beyond our control, but we are working within our agency to position ourselves to protect our employees from these impacts as best we can and still accomplish our mission. The good news is that the Assistant Secretary of the Army (Manpower and Reserve Affairs) recently published guidance to exempt non-DOD funded employees from furlough. This covers all but 33 of our employees, who may still be impacted based on this guidance SHOULD an administrative furlough be implemented. Employees within ULA, CPAC, ACE-IT, and DA Interns are directly paid via DOD funds. To those employees – and I’ve talked to many of you – know that your leadership is exploring all avenues to ensure we attain a just outcome.

We have faced these challenges before with positive outcomes. Note that, though the government has shut down temporarily in the past; an administrative furlough has never been implemented. It is both my hope and desire that our national leaders will be able to come to a solution that is not groundbreaking (i.e., be able to avoid a furlough of our employees). A positive sign is that, as of this writing (March 22), DOD has delayed any notification of furlough to employees for a period of two weeks as they seek to determine if that notification needs to occur. As with past fiscal challenges, such as the one we experienced just two years ago, or the Y2K uncertainty more than a decade ago, we won’t know the exact impacts until the time arrives.

Both past and present chairmen of the Joint Chiefs of Staff have stated that our national debt is our greatest national security threat. That should be enough to convince anyone that it is critical that our national leadership address this threat now before it leads to any crisis situation in other elements of national power (diplomatic, informational, Military). As a District, we are pulling together to ready ourselves as best we can and as employees of the Portland District you contribute to our success. You each do this by doing your part every day to accomplish our mission for the nation in the best way possible within the constraints we’ve been given. The one thing that’s certain is that the future is uncertain, and we can only control the things within our control. To date, you have stayed focused on our mission. For that I again thank each of you for your efforts; especially during these challenging times.

Col. John Eisenhauer, P.E.
Salina Hart, Civil Engineer, P.E.
Dam Safety Section, Engineering and Construction Division

Describe your job?
My section name explains it pretty well ... Dam Safety. I work with other engineering and project personnel to inspect our dams to ensure they continue to operate as designed. I have inspected all Portland District dams and even a few for the Walla Walla District. Lately my work has focused on dams in the Willamette Valley and Rogue River areas.

How does your job fit into our District mission?
My job contributes to the District’s mission in many areas, but one primary way is flood risk management. I work closely with Operations Division staff to ensure that Portland District dams operate as designed to protect those who live and work downstream.

What do you find most rewarding about your job?
I like the variety of work. I frequently get out of the office and perform inspections locally and with other districts.

What challenges do you encounter when doing your job?
Dam Safety has routine work that is scheduled throughout the year, but on a daily basis, there are often new items that come up that need immediate attention. One challenge that comes to mind is that dam documentation is scattered throughout the District – which makes it difficult for our section, since risk assessments for dam conditions are based on design and construction history. As a solution, we are working with engineering offices and operating projects across the District to gather and scan documentation onto the LAN and into Projectwise for everyone to use.

What are your career aspirations and how are you preparing to accomplish them?
I feel as if I have met my aspirations. I love what I do! I hope to continue being on new project development teams and taking on more technical lead positions.

What is the craziest thing you’ve ever done?
I don’t feel like I do crazy things, but I have done a few things outside of my comfort zone. I have encountered some extreme roller coasters, four-wheeled high elevation sand dunes in Christmas Valley and zip-lined across Maui valleys. I also ran my first 8k, 10k and half marathon all within the same year. At work, inspecting powerhouse draft tubes and tight-fitting navigation lock laterals can be daunting.

Portland District celebrates Earth Day April 22

Bonneville Lock and Dam
Dallesport Elementary 5th and 6th grade students and teachers will work with Bonneville park rangers, April 17 for an Earth Day Celebration/Sustaining Oregon’s Legacy by Volunteering (SOLV). Students will learn about the Corps mission and gain a better understanding of environmental stewardship while working with ranger staff to plant native vegetation and remove litter.

The Dalles Lock and Dam
Park rangers will host a spring clean up at 8:30 a.m., April 20, in the historic Seufert rose garden – a unique turn-of-the-century garden which is home to a wide variety of antique roses. Volunteers are needed to help pull weeds, prune and offer a little tender loving care. Register at the visitor center.

Dedication of D.H. Larsen Memorial Court
David Larsen, a former chief of The Dalles and John Day dams in the 1960s was honored at John Day Dam March 2.

Family, friends and Corps employees gathered to remember Larsen, who died July 19, 2011, at the dedication of the D.H. Larsen Memorial Court, a street and parking area on the east side of the John Day Dam.

David Larsen managed The Dalles and John Day dams from 1968 to 1980, and was the first manager of John Day Dam when it began operating in 1968. He retired after 28 years of civil service and lived in The Dalles until his death.

Whenever employees travel along D.H. Larsen Memorial Court, they will know it was named for John Day’s first operations manager.
Women serving America
Value of military experience evident in service to the Corps
By Michelle Helms, Public Affairs Office

I made history in 1985 when I enlisted in the U.S. Air Force. It was family history, so you probably didn’t hear about it. My grandfather, my father, an uncle and several cousins are also veterans, but I am the first woman veteran in my family tree. I’m proud of my military heritage and that my service is part of our nation’s military history.

Of the nearly 500 military veterans working in the Portland District, 46 are women. Some are currently serving, some enlisted when women had limited career choices; others served at a time when women had to choose between service and motherhood. Women’s opportunities and options have grown over the years, including very recently when the Department of Defense opened some combat-related careers to women.

Here are four women veterans in the Portland District who served in different military branches, during different periods of women’s recent military history. Each has her own story and all are rightfully proud of their service to this nation.

**Tech. Sgt. Jaime Menagh**
_U.S. Air Force Reserve_

Jaime Menagh enlisted in the Air Force in January 2001 and worked as an airspace ground equipment mechanic. She left active duty in February 2007, enlisted in the Air Force Reserve in June 2009 and is an aircraft load planner. One of her favorite service memories is when her younger brother, Phil, who was a freshman in high school when she enlisted and is now an Air Force captain, administered the oath of enlistment when she joined the Reserves.

**Where were you stationed?** Texas, New Mexico, Korea, Japan and Washington

**Why did you choose to serve in the U.S. military?** I joined the military to honor my family tradition of service and to earn education benefits through the G.I. Bill. I also wanted the priceless education which is learned through world travel, overcoming adversity and working side by side with people from different walks of life. I chose the Air Force based on the Air Force’s focus on education and training, professionalism and equal opportunity.

**What lessons did you take away from your service?** I learned a lot of things, but one of the more valuable lessons is not to be afraid to ask for help if you get in over your head.

**What about your service makes you most proud?** To be someone who is reliable and knowledgeable in my field, someone others look to for answers.

**Tech. Sgt. Terri Cote**
_U.S. Air Force Reserve_

Terri Cote enlisted in the Air Force July 23, 1997. She has been stationed in Colorado and Texas and currently serves with the 30th Rescue Squadron at the Portland Air National Guard Base, and is an aircrew flight equipment technician, also referred to as a Rigger. She inspects, maintains and repairs life saving equipment to include packing multiple parachute systems.

**Why did you choose to serve in the U.S. military?** As a young girl I had the great privilege of living at the U.S. Air Force Academy and often found myself banging out at the cadet parade.
Korean War (1950-1953): Reserve servicewomen are involuntarily recalled to active duty.

1953: The first woman Air Force officer is commissioned as a medical officer in the Regular Army. Navy Hospital Corps women are assigned positions aboard Military Sea Transportation Service ships for the first time.

1956: Military nurses are assigned to the hospitals which deploy during the Lebanon crisis.

1963: First woman Marine assigned to attaché duty. Later, she is the first woman Marine to serve under hostile fire.

1970: Corps and the Women’s Army Corps assigns women as personnelman near the end of operations. Six Air Force women are assigned to the sensitive fighter group in Korea. The first woman aviator for Test Pilot School in 1972.

1972: A Navy woman becomes the first woman to serve in the Persian Gulf.

1976: A woman becomes the first woman to receive the Distinguished Flying Cross.

1980: Congress repeals the law banning women from flying in combat. Congress repeals the law banning women from duty on combat ships. Congress repeals the law banning women service personnel in the history of the armed forces is appointed.

1981: The USS Eisenhower is the first carrier to have permanent women crew members.

1985: The first female Marine pilot flies on naval flight wings.

1990: The first woman commander becomes the Army’s Old Guard Fife and Drum Corps.

1991: The first woman in history is a member of a flight team.

1993: The Women’s Army Corps is disestablished and its number of women serving in the military.

1996: The law banning women from service academies.

1997: Women are admitted to the Reserve Officer Training Corps.

1998: Congress repeals the law banning women from duty on combat ships.

1998: The first woman pilots serve as pilots, copilots and flight crew.

2000: Women are deployed during the Operation Desert Shield and Desert Storm.

2001: Congress repeals the law banning women from service academies.

2006: Women are deployed during the attacks on 9/11 in support of the war on terrorism.

2010: The first Native American servicewoman is killed in battle. She was one of three women who became prisoners of war in the first days of the war in Iraq.

2013: Women are deployed following the attacks on 9/11 in support of the war on terrorism.

2014: The Navy women are deployed during the Operation Enduring Freedom.

What advice would you give your younger self, the one just entering the service? Enjoy and relish every moment, even the tough ones, never take it for granted and cherish the memories because they stay with you forever.

The opportunity to travel prompted Carol Franson to join the Navy in 1970, a decade during which the military underwent many cultural changes in relation to the nation’s shifting social attitudes and expectations. She served as a personnelman near the end of the Vietnam War and was at the front gate of her base recording the Admiral’s interactions with protesters; saw nuclear weapons removed from the base after the war; and made the local news in San Jose, Calif., in 1976 as one of the first women who were allowed to remain in the military when she became pregnant. Toward the end of her pregnancy she had to wear civilian clothes, because the Navy did not design maternity uniforms until 1978.

What is your favorite memory from your service? So many memories! What is your favorite memory from your service? I have learned that attention to detail is important in all aspects of life, that living by Air Force Core Values – integrity first, service before self and excellence in all we do – on and off duty, will keep me on the right path.

What is your favorite memory from your service? There are so many to choose from, but one that stands out is when I had the opportunity to play the part of an injured survivor and was hoisted 50 feet off the ground into a HH-60 Pave Hawk helicopter. Talk about a thrill a minute!

Women in Military Service to America Memorial

The Women’s Memorial, dedicated Oct. 18, 1997, is the only national memorial honoring the more than two million women who have served in the U.S. Armed Forces since the Revolutionary War. It is operated and maintained by the Women in Military Service for America Memorial Foundation and stands at the Ceremonial Entrance to Arlington National Cemetery. The site is located on women who served in the U.S. Armed Forces since the Revolutionary War. It is operated and maintained by the Women in Military Service for America Memorial Foundation and stands at the Memorial Foundation in Washington, DC, the national memorial honoring the more than two million women who have served in the U.S. Armed Forces since the Revolutionary War. It is operated and maintained by the Women in Military Service for America Memorial Foundation and stands at the Ceremonial Entrance to Arlington National Cemetery. The site is located at the site of the Memorial. Women veterans are encouraged to register and share their stories of service. Information on eligibility and how to register is available at www womensmemorial org.
Rivers can be very deceptive. From above, they seem to move gently, smoothly flowing around stones or other obstacles. Look beneath the surface and you find a relentless force that shapes everything in its path.

While humans have used rivers as a transportation system for thousands of years, a river has its own purposes, using its force to move mountains of sediment miles downstream. Only when it encounters something that slows its progress does the river give up its cargo … something like Bonneville Lock and Dam.

By Diana Fredlund, Public Affairs Office

Built across the Columbia River, Bonneville Dam uses the river to create electricity and to guide adult fish into the ladders that allow them to pass the dam. While much of the water flows through the large hydropower turbines, biologists know fish use a river’s current to find their way upstream, so a small portion of the river is used to create attraction flow for the fish ladders. Attraction flow at Powerhouse 2 is supplied by two small turbines that fill the auxiliary water supply system – a series of flow channels used to supply water to the fish entrances, the adult collection channel and to the lower end of the North Shore Fish ladder. These connected fish channels route fish up the North Shore Fish ladder where they exit into the Bonneville pool upstream of the Washington shore fish viewing building.

The river slows before entering the small turbine units, causing it to drop some of the heavier sediment it carries. “The heavier sediment collects near the small turbine unit entrances upstream of the dam. Additionally, some of the sediment that passes through the small turbine units drops out into the AWS system and to a lesser extent in the North Shore fish ladder,” said Kevin Perletti, mechanical engineer at Bonneville Lock and Dam. “All that buildup of sediment in the AWS and the adult collection channel makes the system hydraulically less efficient for fish passage. Since 1996, we’ve had to remove sediment several times from the AWS and the adult collection channel.”

When Powerhouse 2 began operating in 1982, Powerhouse 1, located near the Oregon shore, still had priority for power generation. That meant much of the river and its sediment was drawn through the turbines at Powerhouse 1. In the 2001, Powerhouse 2 became the priority power generator, which shifted the river’s flow toward it. “Most of the sediment flushes through all the turbine units, but some of it falls out and builds up sediment piles upstream of Powerhouse 2 near the AWS entrance. This leads to sediment being pulled through the small turbine units and discharged into the relatively slow moving water of the AWS and adult collection channel,” Perletti said.

Sediment can alter the water’s velocity by increasing the flow speed, or by changing the actual dimensions of the adult collection channel. “The AWS has a fixed channel width – it has a clean profile. If sediment builds up in corners or drifts appear it can alter the flow pattern,” Portland District hydraulic engineer Laurie Ebner said.

Employees noticed a large buildup of sediment in the AWS after the high river flows in 1996. They removed sediment from the AWS, the north ladder and the adult collection channel. “We found such large deposits we had to hoist a
After the high flows experienced in 2011, biologists and engineers weren’t surprised that sonar scans showed significant shoaling near the small turbine unit entrances upstream of Powerhouse 2. “When Powerhouse 2 was built, no one realized we’d need to dredge upstream of the AWS,” Perletti said. “We now scan the area regularly to track how much sediment is being deposited. Dredging may not happen as frequently, but clearing out the AWS happens more often. We’re good at hoisting the bobcat into the channel with a crane,” he added.

The Corps contracted with Marine Industrial Construction to dredge the area near the AWS entrance in January. “The contractor removed about 6,000 cubic yards of material from the forebay,” Perletti said. “It was more cost effective to place the dredged material on the AWS free of drifts and shoals, so we were surprised that Powerhouse 2’s priority status would mean to the adult collection channel. “There will always be sediment transported by the river, which means we’ll need to keep monitoring the AWS and the forebay to ensure that it doesn’t build up so much that it affects our fish passage system and/or operation of the small turbine units,” Perletti said.

As long as employees like Perletti and Ebner work to keep the sediment in the forebay under control for several years.”

Cleaning the AWS has now become nearly routine, even though when they constructed it, engineers didn’t realize what Powerhouse 2’s priority status would mean to the adult collection channel. “There will always be sediment transported by the river, which means we’ll need to keep monitoring the AWS and the forebay to ensure that it doesn’t build up so much that it affects our fish passage system and/or operation of the small turbine units,” Perletti said.

The Corps decided to use the material on water or on land, engineers and staff from any disposal sites, either in disposal,” he said. or obtaining a permit for an in-water finding an off-project disposal site to place the dredged material on said. “It was more cost effective to transport the sediment from the forebay,” Perletti added. “We now scan the area regularly to track how much sediment is being deposited. Excess sediment can decrease flow efficiency.

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As long as employees like Perletti and Ebner work to keep the AWS free of drifts and shoals, the fish won’t even notice its lack as they travel upstream. The river won’t notice either; it will continue transporting its own cargo, always leaving a bit behind as it flows through Bonneville Lock and Dam.2

Charts, maps and bullet-point messages included here are examples from the Monthly Talking Points for Corps employees to use for all audiences.

Talking Point

On Climate Change: Climate is changing and has been observed to affect many parts of Corps of Engineers planning mission areas. These mission areas include flood recreation, hydropower generation, emergency regulatory permitting, and ecosystem restoration.

Talking Point

On Contingency Operations: When disasters occur, USACE teams and other resources are mobilized from across the country to assist our local districts and offices to deliver our response missions.

In addition, Portland District’s Public Aff airs Office (in collaboration with project managers and their teams) develops talking points specific to District issues and to support news media inquiries. This local support, combined with Monthly Talking Points, can provide the context for many of the stories we tell.

Find Monthly Talking Points under References on the HQ Intranet page: https://intranet.usace.army.mil/hq/Pages/CommToolbox.aspx. While there, look around for the talking points for USACE issue-specific StrongPoint documents and other communication resources. For those who can’t access the intranet, contact the Portland District Public Affairs Office at (503) 808-4510.

A REMINDER

Portland District policy requires advance Public Affairs’ review and approval of all presentations and material developed for external audiences, even if you use Monthly Talking Points. Give us a call as you develop your material and we will help support your storytelling journey.

Talking point tool accessible to employees and others

By Amy Echols, Public Affairs Office

ow there’s a tool to tell Corps stories, educate our audiences and prepare us for speaking engagements, school presentations and other Corps activities in our communities.

Corps headquarters develops a national-level Monthly Talking Points Communications Toolbox for use by all employees. In bullet-point format, Monthly Talking Points cover a broad range of topics, from the

Army drawdown to climate change, from continuing resolutions to infrastructure operations. The tool also provides a point of contact for each topic and a few summary charts to support communication. You also can use this resource to respond to questions from neighbors, stakeholders, customers, partners and audiences who are critical to the Corps’ – and Portland District’s – success.

USACE must engage all audiences, for its only through education and demonstrated performance that the command can develop trust and credibility.

Talking Point

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Charts, maps and bullet-point messages included here are examples from the Monthly Talking Points for Corps employees to use for all audiences.
Many Portland District employees travel both professionally and/or personally, either around the nation or the world - and, according to Doug Dailey, chief of Security and Law Enforcement, they are often surprised to learn they are required to report their official AND personal foreign travel plans to the security office as well as complete required training to prepare for what could happen while they’re gone.

With that in mind, here are some travel planning and crime safety tips to help ensure both you and your home remain safe while you’re away.

1. Before you buy your plane ticket
   - Visit the Portland District’s Security and Law Enforcement web page for Travel Warnings and Consular Information Sheet for the area you plan to visit. Visit the site again 10 days before you leave for your trip just to be sure nothing has changed. https://intranet.usace.army.mil/nwd/mwp/s/Pages/overseas_travel.aspx

2. Check the expiration date of your passport
   - According to the State Department, some countries require that your passport be valid at least six months beyond the dates of your trip. They suggest you renew your passport approximately nine months before it expires.

3. Sign up for the Smart Traveler Enrollment Program
   - While you’re on the State Department website sign up for the online Smart Traveler Enrollment Program. This will help them contact you if you have an emergency in the U.S. or if there is a crisis while you are traveling.

4. Let your bank know you’ll be out of the country
   - Before you purchase in-country transportation, accommodations or tours let your bank know you’ll be out of the country. Your debit card and other credit cards are typically blocked against international transactions. Just call your bank or the number on the back of your card to get started. You don’t want to arrive somewhere and not have your credit cards work!

5. Don’t spend your money until you’ve read some reviews
   - Make transportation, accommodation and tour reservations through reputable travel sources. Read travel reviews online to see what others are saying about a service or hotel. Many online tools allow you to sort travel by preference (solo, family, couples, business) allowing you to read reviews from like-minded travelers. If at all in doubt, check with the Better Business Bureau (if they operate in the United States).

6. Complete Foreign Travel Training to include Level 1 Force Protection/Anti-Terrorist Training
   - The Foreign Travel Training Document is located at: https://intranet.usace.army.mil/nwd/mwp/s/Pages/overseas_travel.aspx
   - AT Level 1 Training is available at: https://atlevel1.dtic.mil/at/

7. Be sure to let someone know about your travel plans
   - You might always do this, but as a reminder, leave a detailed itinerary and copies of your passport data page and visas with your emergency contact and other trustworthy persons. Again, you also are required to let the Security and Law Enforcement Office know about your plans by filling out a Foreign Travel Planning document.

8. Protect your vehicle
   - • If available, park inside a garage and make sure the garage is closed.
   - • Take all valuables out of the vehicle.
   - • Lock all doors and secure all windows.
   - • Try to park in well-lighted spaces.

9. Protect yourself and your family
   - • Stay alert and be aware of your surroundings and the people around you (especially when you are out shopping).
   - • Be cautious of your purse and/or wallet. Carry them close to your body.
   - • Avoid carrying large amounts of cash.
   - • Avoid walking alone. Try to stay in well lighted areas.

10. Conduct a home inventory. Identify and make a record of your property. Video and pictures are great tools to help you catalog your valuables.

11. Notify only trusted family and friends about your travel plans.

Source: Portland District Security and Law Enforcement Office

PASSPORTS OR VISAS FOR OFFICIAL GOVERNMENT TRAVEL

Employees traveling on government business must use an official passport for their trip.

Since an official passport takes six to eight weeks to process be sure to request your official several months in advance of travel. An expedited passport can be obtained but requires Commander-level approval to initiate the process.

For further details or to request an official passport, contact the Portland District Logistics Office.

Kevin Brice, Deputy District Engineer for Programs and Project Management along with his wife, Peggy, near the summit of Mont Blanc in the French Alps.
Many of the Army’s MWR travel and vacation opportunities are also open to Department of Defense civilians. Check out the links below to find your next vacation destination.

**U.S. Army MWR: Family and Morale, Welfare and Recreation Programs**

**Armed Forces Vacation Club**
http://www.afvclub.com/

**DoDLodging (Air Force and Navy lodging)**
http://www.dodlodging.net/

**Discounted resorts and cruises**
http://www.vacationstogo.com/

**Joint Base Lewis-McChord MWR**
http://www.jblmmwr.com/

**Shades of Green (Walt Disney World, Florida)**
http://www.shadesofgreen.org/home.html

**Travel Discounts**

- Before booking OCONUS vacations, check with the State Department for any travel restrictions that might prevent you from going to that location. Register with the STEP program at https://step.state.gov/step/. Once you found the location/resort, shop it around at the different web travel sites. Just make sure you are comparing apples to apples (same resort, same room category, same amenities packages, same arrival/departure dates). You would be surprised at the cost difference you find from one travel site to the next. Also, if you can adjust your arrival and departure dates a lot of times you can find cheaper flights and possibly even get the room at a bigger discount too. [John Nicholson]

- Budget for the unexpected (for every dollar planned, have two dollars in reserve for the unexpected). [Jeff Abel]

- Plan ahead, pack ahead, and get everywhere you can early. Nothing is more stressful than having to rush everywhere at the last minute. [Doug Dailey]

- Have a way to contact your medical provider if you have a medical situation in a foreign country so you don’t end up paying for an unnecessary procedure on your credit card. [Jeff Abel]

- You can often purchase cheaper airline by traveling mid-week to mid-week. You may also get a cheaper deal to a destination by purchasing airline legs separately. [John Nicholson]

- You almost always meet other travelers at breakfast where you will often get ideas on what is best to do or may even end up on a tour or traveling somewhere together. [Erica Jensen]

- Always wear sensible shoes. You could end up wearing those shoes for your whole trip. In an emergency, you need to be able to move. [Malinda Lefave]

- Plan ahead, pack ahead, and get everywhere you can early. Nothing is more stressful than having to rush everywhere at the last minute. [Doug Dailey]

- If you travel alone but miss social interactions, stay at a local guesthouse or hostel. You almost always meet other travelers at breakfast where you will often get ideas on what is best to do or may even end up on a tour or traveling somewhere together. [Erica Jensen]

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As part of National Engineers Week, the U.S. Army Corps of Engineers welcomed more than 100 high school students from a dozen Portland-area high schools to Bonneville Lock and Dam Feb 21.

The Society of American Military Engineers partnered with the Portland District by sponsoring a mini-job fair and lunch for students. Local engineering firms such as Mead and Hunt, Inc. and Cooper Zietz Engineers hosted booths providing information to students about their organizations and career opportunities.

Portland District Commander Col. John Eisenhauer kicked off the day’s activities by addressing the current global need for science, technology, engineering and mathematics professionals. “With a shortage of applicants in these areas, you are in a unique position to pursue a career where you will be highly valued,” he told the high school juniors and seniors. He encouraged them to ask lots of questions and gather ideas that will help them make their future college and career decisions.

Students learned about structural engineering during a bridge building exercise, about generating hydropower as they toured one of Bonneville Dam’s powerhouses and then created their own power sources from magnets and pieces of copper wire. They also learned about environmental engineering, including engineering actions undertaken by the Corps to help fish safely pass through dams on the Columbia and Willamette river systems.

Rich Weber, a construction teacher from Benson High School, said it was a first for many of his students who had never been to the dam before. “It was good [for] them get outside of Portland and see the Columbia Gorge and the dam,” he said. “[They also] learned about some of the professional opportunities available to them they might not have thought about before.”

Students left the event around 4 p.m. armed with resources for their future -- and tired from a day filled with constant activity and tours.

“My students had an incredible field trip and memorable day -- they were so exhausted from learning that they slept the entire drive back to Portland,” said Maylnda Wolfer, a math teacher from Gresham High School.
Sharing the Corps’ message

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

Corps begins scoping process for Mount St. Helens supplemental EIS

The Corps of Engineers is developing a long-term sediment management plan to reduce the amount of sediment depositing in the lower Cowlitz River. The plan’s purpose is to maintain flood risk protection at specified levels for the cities of Castle Rock, Lexington, Kelso and Longview, Wash.

Scoping is the initial stage of the environmental impact statement process used to identify issues, alternatives, and impacts to be addressed in the National Environmental Policy Act analysis. The Corps is proposing four alternative plans for managing long-term sediment management and we are asking the public for input on them:

1. One-time raise of Sediment Retention System and spillway by between 40 and 50 feet.
2. Annual dredging of the lower 20 miles of Cowlitz River.
3. Adaptive approach that would include combination of additional raises of SRS Spillway (up to 23 feet), construction of small scale structures upstream of SRS (similar to grade-building pilot project effort), and infrequent dredging in the lower Cowlitz River, if large events occur.
4. No action. This alternative is required under the NEPA process.

We are asking the public to consider the following questions as they write their comments about our four alternatives:

A) Is the geographic area to be analyzed in the SEIS sufficient to capture potential effects from the proposed alternatives?
B) Have all potentially affected resources and the extent of analysis for those resources been identified?
C) Do you know of resources that may be adversely impacted by the proposed alternatives?
D) What specific measures do you recommend the Corps consider to avoid, minimize and mitigate effects of our proposals?