

Flagship

SEATTLE DISTRICT



U.S. Army Corps of Engineers

Summer 2014

BUILDING STRONG

inside

U.S. Army Corps of Engineers Volume XXIX No. 2

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Cover:

Ceremony marks end of FEST-A deployment

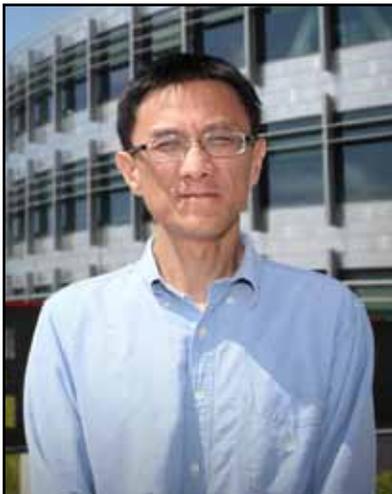
U.S. Forces-Afghanistan, Joint Engineering Directorate Director and Transatlantic Division (Forward), Afghanistan Commander Brig. Gen. Ed Jackson, left, and 59th Forward Engineer Support Team Advance (FEST-A) Commander Maj. Christopher Jones unfurl the 59th's guidon during a Casing and Uncasing ceremony here May 10. The ceremony symbolizes completion of the 34th FEST-A's and beginning of the 59th's deployments. The 59th arrived from the Tulsa District. The 34th FEST-A returned to the Seattle District at the end of May. (Corps photo by Bill Dowell) (story on p. 16)

Flagship

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Nick Zhao: This Flagship is for you



Nick Zhao is the Water Management Data Engineer. He works behind the scenes to make sure the data to regulate our lock and dams are timely, secure and accurate. Over the last several years he has been responsible for coordinating and migrating our hydrologic data to a new data management platform. In addition, he migrated Water Management's public web page to a new server with a new professional look and feel. Nick is a diligent problem solver who provides high quality work products with a focus on excellent customer service.

Nick Zhao, this Flagship is for you.

Parting thoughts from past three years

commentary

What were your ideas about Seattle District prior to arriving here, and were they borne out? My basic ideas were that Seattle District would be complex, challenging, and a great place to be professionally and personally – I have not been disappointed in any of these areas. My first impressions came in 2006 when as the Albuquerque District Commander I spoke with then Seattle District Commander Col. Mike McCormick at our fall Command Course. Mike told me that despite having previously led San Francisco District, his head was spinning with all there was to learn in Seattle. This initial feeling was reinforced as I started to transition with Col. Anthony Wright, who told me Seattle District was neither the largest in size, nor did it have the biggest program, but its complexity across all mission areas kept things interesting and fun. A reading of the district's Northwest Passages left me with an impression about the innovative capacity of our workforce. Over time I have come to characterize Seattle as the "Super Middleweight District" because, like the best middleweight boxers, pound for pound we deliver the most.

What achievements did the District accomplish during your command of which you are particularly proud? In Seattle District a very high percentage of work that serves the public gets done with very little fanfare as a result of the dedicated daily efforts of our team day. From generating hydropower in the upper Columbia, to passing vessels at the Ballard Locks, to designing and building quality facilities for our nation's Warfighters, to all the support tasks that keep the district running, I am most proud that the district does these and a host of other mis-

sions. Beyond them, there are a small percentage of things which I get personally involved in, or that garner attention, again a result of the great efforts of our teams. Among these, I am proud of our regional emergency responses in the Kootenai, Idaho, in 2012; the Washington Coast in winter 2014; and at

Oso, Wash., this spring. Additionally, work done across the district to collaborate with regional partners on levee safety stands out. Seattle developed technical approaches that over time were identified by Corps headquarters as best practices. Our work contributed to recent national level guidance providing flexibility, which both recognizes unique regional factors in the Northwest and allows solutions that meet the iron triangle of levee safety, Endangered Species Act compliance, and cost effectiveness. Finally, the Shoalwater coastal and Seahurst and Qwuloolt ecosystem restoration projects stand out because of the various funding, environmental and real estate hurdles our project delivery teams overcame just to award them.



**Seattle District Commander
Col. Bruce A. Estok**



Corps photo

U.S. Army Corps of Engineers, Seattle District Commander Col. Bruce Estok (left), takes an aerial tour of various projects along with Lt. Gen. Thomas Bostick, USACE commander and chief of engineers, and Brig. Gen. Anthony Funkhouser, former USACE Northwestern Division commander.

What were your greatest frustrations? Leadership is about people and the mission and I've enjoyed leading the Seattle District. On the people side, the greatest frustration I had was everything our people had to endure during 2013 associated with sequestration and fiscal uncertainty. Despite all the constraints we faced, the district's people rose to the occasion and accomplished the mission. On the mission side, my greatest frustration is how hard it has become to get things done. Our former Chief of Engineers Lt. Gen. Van Antwerp used to recount Wayne Gretzky's explanation for playing hockey so well as an ability to "skate to the puck." In comparing my

—Continued on page 12

Study looks at how climate change will affect dam operations at Howard Hanson Dam

By Scott Lawrence
Public Affairs Office

In an effort to determine how climate change may affect future operations at Howard Hanson Dam, the U.S. Army Corps of Engineers, Seattle District, recently completed a climate change impacts and adaptations study focused on the Green River Basin.

The \$62,000 pilot study was funded through the Corps' Institute for Water Resources in Alexandria, Va., which offers grants for districts to study climate change and its potential impacts on Corps' projects.

"Our goal was to figure out how climate change can affect the runoff patterns in the Green River Basin, evaluate the impacts in terms of how we operate the dam and identify vulnerabilities and possible solutions to help mitigate them," said Ken Brettmann, senior water manager for western Washington.

Specifically, district hydrologists wanted to examine potential water storage challenges and whether or not winter flood season and spring refill may overlap in the future.

Currently the two seasons are distinctly separate with flood season generally from November through February and water storage operations commencing afterward.

In recent years, however, there has been significant precipitation activity in October and March, including this year when the region logged the wettest March since record-keeping started in the 1890s.

"If these events become a trend, flood and refill seasons could start to blend, making dam operations more challenging," Brettmann said.

STUDY RESULTS

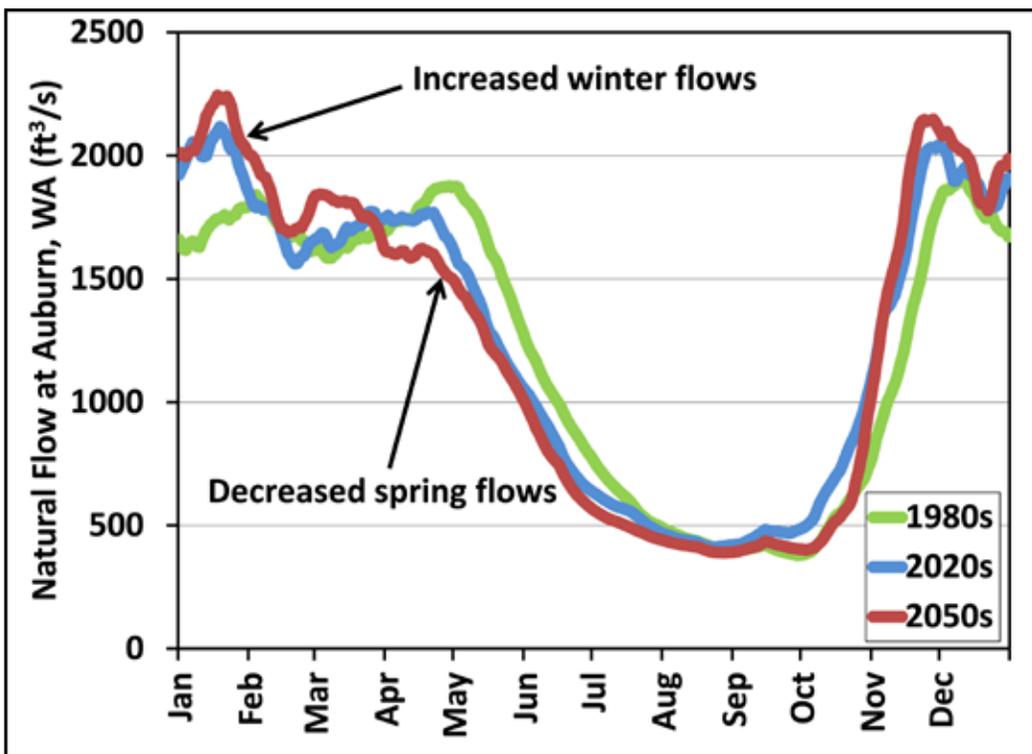
Results from the study indicated a general increase in flows during traditional flood season and a decrease in flows during spring and summer. The findings did not indicate a significant increase in late or early season floods, alleviating water managers' concern that flood and refill season may overlap.

The study did suggest, however, that winters will be warmer and wetter in the future with more rain and less snow. Also, results indicated a shift from the current double-peak system where Green River streamflows peak during winter flood season and then again during spring

snowmelt runoff, to more of a single-peak system due to decreased snowmelt in the spring.

"The biggest impact of climate change we saw in this study was less snowfall in the winter and the snow we have melting out earlier in the spring, affecting flows" said Kevin Shaffer, lead author for the study. "There may be higher flows in the winter because instead of snowing it's raining more, instantly putting water into the river versus storing it in the mountains."

Specific to Howard Hanson Dam, hydrologists found that current reservoir operations would generally handle increased flows during future flood seasons, but that drier springs could make it more difficult to refill the reservoir



Corps graphic by Kevin Shaffer

This hydrograph compares natural flows in Auburn, Wash., in the 1980s as recorded compared with projected flows in the 2020s and 2050s, which are based on this study.

Climate change may affect future Howard Hanson Dam, Green River Basin

for water storage purposes.

“From this particular scenario, it appears that we may need to alter the drought contingency plan and start refilling earlier to manage storing water in drier years,” Shaffer said. “We may also need to complete refill earlier in the spring in many years, compressing the refill season. The drier years in the climate change data set are not unprecedented, but it suggests those drought years are likely to become more common.”

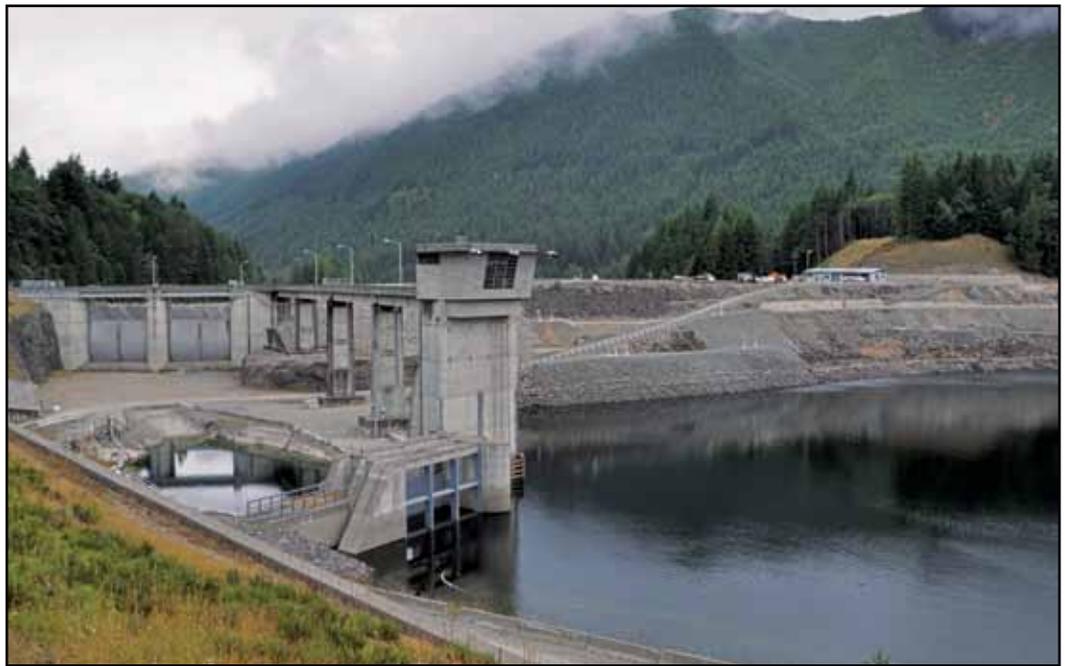
STUDY DETAILS

The 18-month study began in November 2012 when Corps’ water managers contracted Northwest Hydraulic Consultants to provide modeling data for hypothetical climate change flows on the Green River.

Using historical data from 1971-1999 as a baseline, the consultants used a model that accounts for climate change and simulates atmospheric data to create projected flows nearly 60 years in the future.

Seattle District hydrologists then took that data set and applied it to an operations model to discover how well current Howard Hanson reservoir operations would fare. The team examined a full suite of topics, from the magnitude and timing of flooding, to difficulties in refilling the reservoir in spring and maintaining minimum flows in summer.

“What we wanted to know was in the future, can we operate the dam in a similar fashion and still provide the same level of flood protection with climate change impacts?” said Kristian Mickelson, Seattle District’s technical lead for climate change. “What we found was that we could still provide a similar level of flood production and with possible modifications such as storing water earlier in dry years, our reservoir operations are resilient and flexible enough to accommodate our objectives while addressing the climate change impacts of this scenario.”



Corps photo by Tanya King

Hydrologists found that current reservoir operations at Howard Hanson Dam (pictured above) would generally handle increased flows during future flood seasons, but that drier springs could make it more difficult to refill the reservoir for water storage purposes.

While the findings are positive, Mickelson said there is more research to complete and cautioned against reading too much into one study.

“This was just one global model study indicating possible vulnerabilities and how we would operate under this particular scenario, but other scenarios might possibly occur,” Mickelson said. “No matter how good a model is you never know exactly what will happen next year, or the next decade, so this is something we’ll continue to investigate.”

As part of the River Management Joint Operating Committee effort, the Corps partnered with the Bureau of Reclamation and Bonneville Power Administration to develop new climate change data sets for the Pacific Northwest region, including the Columbia Basin and the Oregon and Washington coasts. Once complete in a few years, researchers will have the opportunity to examine potentially hundreds of different projections encompassing a fuller range of possibilities.

“Climate change has started. Data shows a warming trend for the past 20 years and the study results make sense given what we might expect in the future,” Brettmann said. “While there may be some uncertainty about how much temperatures may rise, we’ll continue to study and plan for future impacts.”

Libby Dam hosts 2014 STEM Day for local school children

By Al Barrus

Libby Dam

Out in remotely located Libby, MT, it can be a challenge to get kids interested in school subjects like science, technology, engineering and mathematics.

There is, after all, so much natural beauty in that part of the country, according to many. Libby is very isolated compared to many big cities that flourish from ever-developing technology; it can be easy for young people to forget the importance of education in subjects like mathematics. However, enjoying natural beauty can come with understanding the science behind it.

That's why one of Libby Dam's park rangers, Susan James, has been spearheading the STEM Day

program for three consecutive years here.

This year, Libby Dam STEM Day fell on April 17th. For U.S. Army Corps of Engineers, Seattle District, employees interested in hosting a STEM event at their project, information is available at www.usace.army.mil/stem, but there's a lot of work between reading the Corps' STEM online brochure and preparing a facility to host a field trip for 100 middle school students.

"It began as a request from Libby Schools to help with their initiative to get more students to graduate from high school and continue on to higher education," Susan James explained. "Hopefully, [this will lead to] higher paying jobs and careers in the fields of Science Technology, Engineering and Math."

James, who has a master's degree in science



Corps photo by Al Barrus

In order to get these students' minds engaged in science, Lincoln County Conservation District Official Don Crawford, who is a retired forester, teaches the concepts of river erosion and soil preservation at the Libby Dam Visitor Center.

STEM children

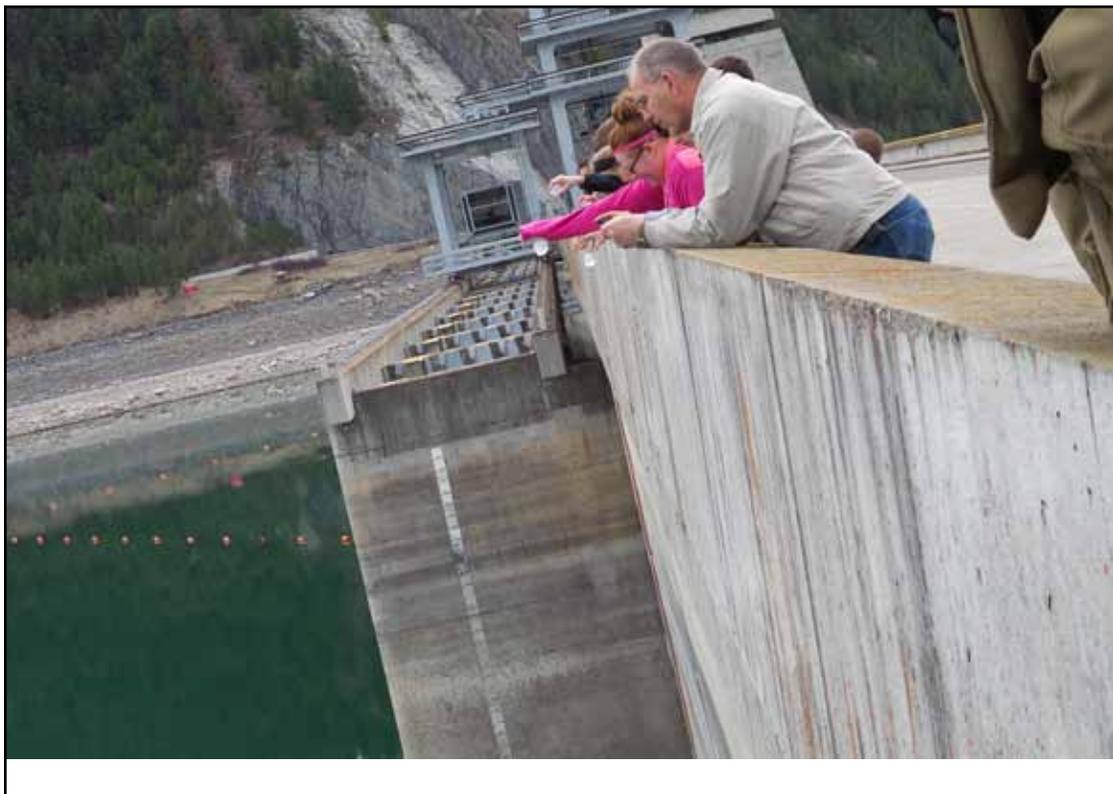
education, has a background in educating. Anyone who has taught groups of middle school students knows that touring them around a site and keeping them interested can feel a bit like herding cats.

To make STEM Day happen, James' responsibilities were many, including coordinating the guest speakers, keeping communications flowing between the schools and Libby Dam engineers, troubleshooting the schedule for timing and practicality, educating and enforcing security and safety restrictions, as well as working out Americans with Disabilities Act accommodations as needed.

Other Corps employees took on responsibilities as speakers, event coordinators and group guides, all with a goal of education in mind.

"Without the goodwill of the crew supervisors and allowing us to work around any maintenance and construction, we could not do this," James clarified. "This is a Dam-wide crew effort, and should be recognized as such: freeing up that many people to do a day of education."

One big bullet point of getting the kids out to the



Corps photo by Al Barrus

Having explained the physics behind gravity and velocity, Electrical Engineer Tony Petrusa heads this experiment, keeping time while Libby Middle School students drop ice cubes into Lake Koocanusa to learn if their calculations are correct.

Dam in the first place is to show them where their

electricity comes from. There's more to a dam than

***“Without the goodwill
of the crew supervisors
and allowing us to work
around any maintenance
and construction,
we could not do this.”***

***—Susan James,
Libby Dam Park Ranger***

just electricity though, and there are many different ways kids can follow their passion in STEM fields.

"I had to take a full year of physics, chemistry, microbiology — a lot of hard sciences to get into this field," explained Greg Hoffman, who is the resident fish biologist at the Libby Dam Project.

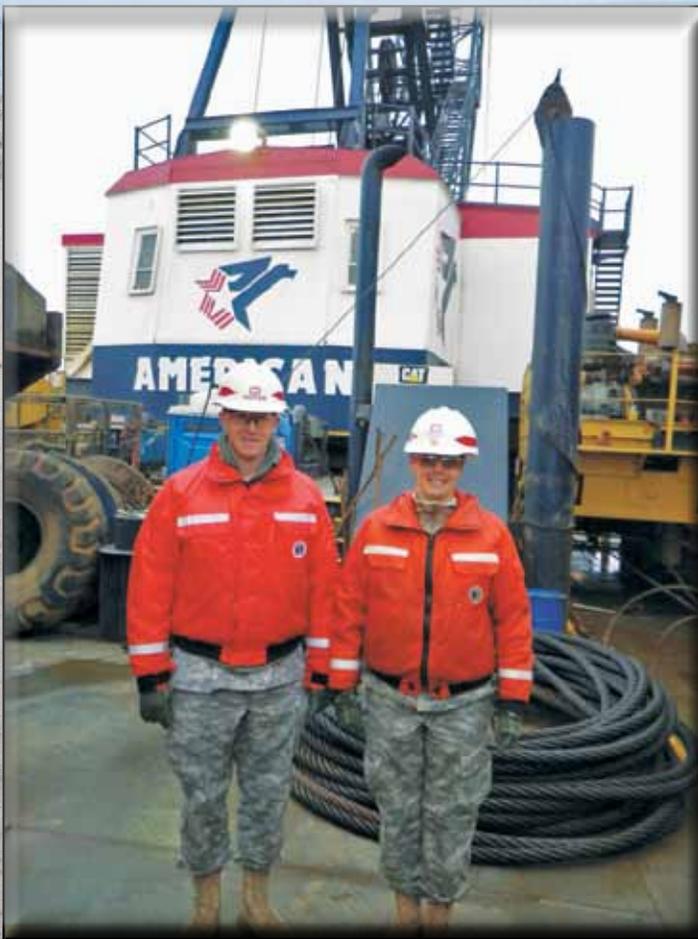
"It's definitely rewarding as a career," he said as a group of 8th graders listened intently while atop the dam and soaked in the grandiose view of Lake Koocanusa. "I get to go out and catch fish, which is pretty cool. If you want to talk about careers let me know. I'd be more than happy to bring you out here for a day."

in learning

Partnering: networking is key to Building Strong

By Dave Harris
Public Affairs Office

When a young man or woman thinks about joining the Army Engineer Regiment, one may envision building a pontoon bridge as a Combat Engineer in the chaotic adventure of a booby-trapped battlefield while ridding the



Corps photo by Dave Harris

A partnership cadre of the 555th Engineer Brigade, Joint Base Lewis-McChord, Wash., and Seattle District, U.S. Army Corps of Engineers, emerge from a visit aboard a dredging vessel at Grays Harbor as part of a Civil Works field trip. Capt. Neil Kester (left), Seattle District program manager and Maj. Rachel Honderd, former Seattle District deputy commander attended.

world of bad guys, not barnacles or invasive mussels. Learn all he or she can on dressing a wound, not geoduck habitat or dredging a harbor.

But somewhere along the way, the Soldier encounters a broadening, eye-opening professional development partnership that introduces the Army's engineering universe, including the expansive, multi-faceted Civil Works program.

Elizabeth Chien, Grays Harbor Project Manager, hosted an Officer Professional Development visit to the Corps' Grays Harbor project for three members of the 555th Engineer Brigade at Joint Base Lewis-McChord, Wash., along with Seattle District's Maj. Rachel Honderd, Deputy Commander, and Capt. Neil Hester, Program Manager.

The purpose of the visit was to provide an overview to engineer officers on the district's civil works, such as the Grays Harbor Federal Navigation project, specifically the project management and construction aspects of an operational and maintenance project.

On the drive to Grays Harbor, the Soldier-Civilian discussion centered on the Grays Harbor project and how navigation projects fit into the greater civil works mission, using other projects as examples of current studies, construction, and operations and maintenance—O&M.

Arriving at Grays Harbor, the tour started with a 1.5-hour visit aboard the Dredge Boat Patriot. The visit included learning how the operator runs the crane/bucket and determines where the boat is in the channel (depth and position).

"We also discussed how to do the construction management piece," Chien said.

Following the dredge visit, the six went to Westport to look at the Point Chehalis Revetment and the recently repaired section. Discussions focused on both the purpose of the structure as well as the design, repair, and construction management, Chien added.

"We finished the day with a visit to the 30,000-cubic-yard sand fill that was completed a year ago to connect the South Jetty to the land mass and prevent a breach of this land element. Again discussions included purpose, design, and construction management of this project. The site visit was well received," she concluded.

The Major explained that the Corps and 555th partner-

ship establishes mutually beneficial, ongoing six-month rotation assignments and troop construction projects for engineer officers and NCOs that include both military installation and civil works.

“We’re building competencies for the Engineer Regiment and developing long-term education and professional development engagements,” she said. The Corps also provides online professional engineer—P.E.—certification preparation for the 555th.

The Qwuloolt Estuary Restoration Project provided one opportunity. Project Manager Bill Goss said the 555th participated by conducting a survey and geotechnical analysis at the site that will ultimately restore critical estuary habitat along the Snohomish River, led by the U.S. Army Corps of Engineers and Tulalip Tribes of Washington.

When complete it will restore tidal access to about 360 acres of historic floodplain. Phase one focuses on a 4,000-foot setback levee to protect Brashler Industrial Park, the Marysville Wastewater Treatment Plant and residents surrounding the area. Phase two involves lowering 1,400 feet of the Ebey Slough dike and then excavating a 270-foot breach in it to allow tidal inundation.

The 555th work included evaluating material stockpiles and soil gradation and sieve analysis to confirm material not acceptable for the project.

“It was a good training exercise, and they accomplished the work in a short time at no cost,” Goss said, “except for Corps-provided stakes and flagging.”

The Major pointed out some of the contrasts between troop construction in combat and civil works. In the former, “force protection berms—levees—had its standard challenges of keeping the project scope on budget and on time, and do this in two weeks or at the longest three months,” whereas the Soldier encounters lengthier processes, environmental and otherwise, in the Civil Works mission of the Corps of Engineers.

Gaining an understanding of the Civil Works is essential—“we are all part of the Engineer Regiment and to train and develop engineer officers without ample Civil Works experience would not be doing ourselves any favor,” she said.

“The Civil works infrastructure, assessments and engagement have a great impact on the Regiment and the Nation,” she said, meaning that a broadening focus to include civil works benefits the Regiment, and the resulting robust capabilities of the Regiment have a national benefit.

Honderd noted the upside and downside of an Army Engineer’s career.

“The upside: people are part of something bigger—job



Corps photo by Dave Harris

Capt. Neil Kester, U.S. Army Corps of Engineers, Seattle District project manager, participated in the partnering event.

satisfaction of helping to achieve mission one might otherwise think couldn’t be accomplished. We’re in a world of challenges in which we’re constantly trying to figure it out. We don’t stagnate; as teammates we collaborate on how to get it done. It’s never boring.

“The downside: just when you get meshing with the group, you are moving onto the next assignment.”

And yet, even with moving, she finds her familiar environment of a “really great Regiment, a small community with a commonality; I look for the other engineers, and it’s like being back home with my fellow engineers.”

Partnering with the 555th Engineer Brigade means sitting down with them for technical engagement and professional development, she said—lessons learned in such matters as surveying, navigation and, as in the case of the Grays Harbor visit, dredging.

“We can share back and forth regarding construction management, impacts and challenges,” she said. “With the 555th, we look at shared capability and we can bring to the table needed mutual assistance in engineering and operations-navigation, taking advantage of future opportunities.”

on the weekend

Free summer concerts at the Locks

Month	Date	Time	Group Name & Music Type
July	4	2 p.m.	Seattle Civic Band -Marching music
July	5	2 p.m.	Puget Sound Symphony Chamber Players-Classic wind instrumentals
July	6	2 p.m.	Greenwood Concert Band- Marches and music written or arranged for bands
July	12	2 p.m.	Greenwood Concert Band- Marches and music written or arranged for bands
July	13	2 p.m.	Cherie Blues - Blues infused vocal jazz, oldies and R&B
July	19	2 p.m.	"Batucada - Brazilian Samba- Chorus, and Forro"
July	20	2 p.m.	West Seattle Big Band- Classic big band
July	26	2 p.m.	Coal Creek Jazz Band-I Dixieland jazz
July	26	9 a.m.- 4 p.m.	*Greater Seattle Fuchsia Society Flower show*- Fuchsia flower show in garden nursery
July	27	2 p.m.	Letter Carriers Band & Fraternal Order of Eagles-Contemporary Big band
August	2	2 p.m.	Musica Molida- Street Organ music- A fun concert with a twist
August	3	2 p.m.	Seattle's Totally Relaxed Ukulele Musicians-Ukulele fun
August	9	2 p.m.	Ballard Sedentary Sousa Band - Greatest hits of marching band music- *Date may change*
August	10	2 p.m.	Mach One Jazz Orchestra- Jazz music
August	16	2 p.m.	Microsoft Jumpin Jive Orchestra-Jazz music
August	16	10 a.m.- 3:30 p.m.	*Horseless Carriage car show-Pre 1950s cars* (this event may change date)
August	17	2 p.m.	Altaeus Woodwind Quintet- Performing music from all periods of classic music
August	23	2 p.m.	Lynnwood Community Band- Big band music
August	24	2 p.m.	The Tempos- Lively Big band music
August	30	2 p.m.	Around the Sound Band-Famous marches, movies and show tunes
September	31	2 p.m.	Pacific Cascade Big Band -Jazz music from the Swing Era from the early 1930s -1950s
September	1	2 p.m.	Michael Clune & Sleep till Noon Band-Contemporary blues & rock.

Tim Grube unthinkable

By Dave Harris
Public Affairs Office

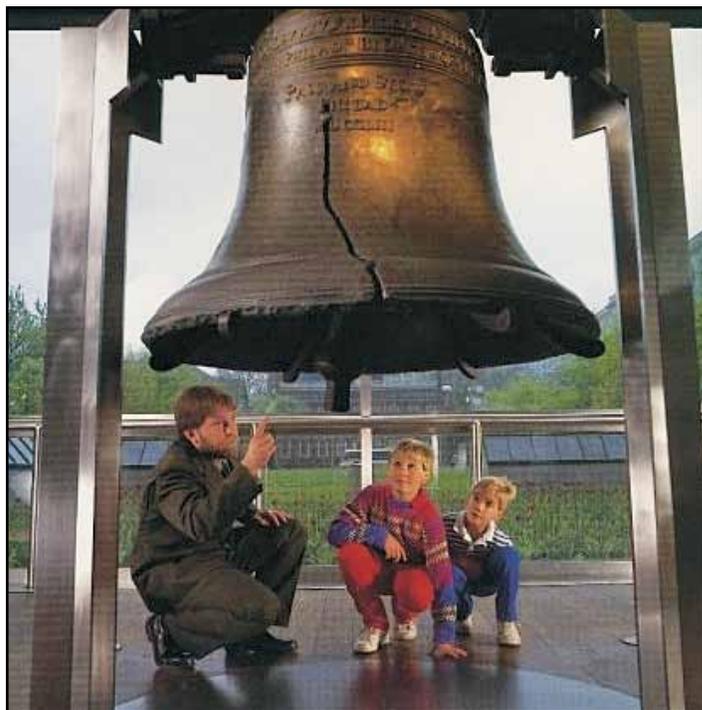
Deadly results. It's a dangerous jungle out there. It's often a high-risk, low-reward, thankless job whose dire warnings may yield yawns and email deletions.

With a meteorologist, a 50 percent chance bothers no one.

But for a safety manager, like a public affairs officer, one devastating slip-up by a well-meaning but distracted employee can undo a thousand pats on the back. In a world with inhabitants that think themselves invulnerable—it can't happen to me—Safety Manager Tim Grube has a towering challenge.

Once he convinces an employee to widen the range of one's side mirrors in order to counteract the blind spot, the driver dies in a two-car texting crash.

Or Grube drums into a worker's head to ask, "What if



Courtesy photo

Tim Grube (left), the district's safety manager, started out as a federal employee in Oklahoma, but landed a job as an interpretive park ranger at the Liberty Bell in Pennsylvania.

is thinking the e—every day

in person

this happens to me next on the highway? What would I do?" It's an unbeatable technique to keep the driver focused—just before getting rear-ended.

One can see Grube's whole life as a study in contrasts. "I was a latch-key kid before they had a name for it," he says. Coming from a broken home, he said he had to fend for himself.

"There were those juvenile-delinquent years," he added.

Determined to break out of his death spiral, he started attending community college and struggled to pay the rent for his single mom.

From a slippery slope to Slippery Rock, Grube became the poster boy of jokes as a bona fide graduate of Slippery Rock University of Pennsylvania, ranking 93rd in the 2014 edition of Best Colleges in Regional Universities (North).

Starting out as a GS-3 in a desolate place in Oklahoma with two mouths to feed, he landed the enviable job of interpretive park ranger educating tourists to the Liberty Bell in Pennsylvania.

"Interpreting is not just a data dump but an enticing presentation that creates in the visitor a desire for more little-known information," he said.

Seeing an opportunity for advancement out West, he launched out to a strange place and joined Seattle District's Safety Center as a young, eager adventurer sporting a crew cut.

One isn't quite sure if he means it when he says that "parenthood sucks," and yet Grube has spent untold hours with troubled or disadvantaged youth (not unlike himself), first training to be a foster parent, then adopting two children—now adults—and then taking on the never-dull and often unexpected challenges and trauma of a blended family.

More contrasts.

Co-workers observe Grube as determined warrior for



Corps photo by Steve Cosgrove

Tim Grube is the U.S. Army Corps of Engineers, Seattle District, safety manager.

the cause of accident prevention, working behind the scenes to thwart broken bones and bloodshed, never in the limelight, battling day by day.

This former delinquent from a broken home works tirelessly to turn around struggling families and workplace "accidents waiting to happen." What he may lack in charisma or air-tight assurance, he makes up in dogged perseverance.

His are relentless 24-hour, never-ending pursuits, sometimes with less-than-stellar outcomes, from which he said he picks himself up and learns painful lessons the hard way.

Those sufferings produce good results in co-workers' injury-free pursuit of happiness.

If he or someone else suffers today, tomorrow Grube gets another chance to preach the now better-known slippery-rock hard knock life in order to somehow creatively implore those around him to keep living and loving without ever giving up the quest.

Saving energy at JBLM

By Tanya King

Public Affairs Office

When it comes to saving money in a household budget, the average person might look to cut out extra expenses and things they don't need. Though there typically isn't any flexibility in a rent or mortgage payment, there is some in energy bills.

That's exactly what two U.S. Army Corps of Engineers, Seattle District, employees have been working on since 2011. Project Manager Dan Sacks and Project Engineer Jim Byrne have been working in partnership with the Department of Public Works at Joint Base Lewis-McChord, Wash., to find ways to reduce energy costs and the monthly payment the federal government makes to utility companies.

They've already identified 79 projects for which the contracting process to begin upgrades is underway.

They worked with a company specializing in energy audits to identify upgrade candidates and found 112 facilities of the most energy inefficient on base. They pursued three different paths for these projects. One path was through contracting if it was too large for in-house personnel; 79 facilities qualified for this type of maintenance. Another handful would be upgraded by JBLM DPW personnel, so job

orders were created for those. For the remaining facilities, the savings in the long run just weren't there; equipment might be relatively new yet not the most efficient, so waiting when the equipment or facility was older made more sense to replace or repair.

The upgrades consist primarily of heating, ventilation and air conditioning equipment upgrades, HVAC control strategies, lighting improvements such as more efficient fixtures and occupancy sensors, and installing insulation and low flow faucets.

"Jim (Byrne) has been instrumental in not only coordinating activities with contractors but by working directly with utility company to obtain rebates," said Sacks. "The rebates are incentives from electric and gas companies—they give money back to the government if we install certain items and make the buildings more efficient. We put the rebate money back into energy program to do more projects."

The projected utility costs annual savings is \$336,000 at JBLM alone.

"The money we are saving American taxpayer is huge," said Sacks. "The more efficient we can be can only produce positive things—it helps the environment, lowers tax burden so they can invest money other than to utilities, which are must-pay bills, but we also improve heating and cooling systems to make the workspace a more comfortable climate for the Soldiers."

For Byrne and Sacks to be working on this program alongside JBLM's DPW is a natural fit according to them.

"I work with DPW regularly and coordinate on new construction," said Byrne. "I was already doing work on their energy program and on those projects, so I'm still working with the same people. The type of work was new to me but the people I was working with were familiar."



Corps courtesy photo

An energy audit exposes a maintenance shop with damaged and missing insulation on pipes.

Sacks has been working with energy conservation since 1984 and has knowledge of how the energy program has succeeded and failed within the Defense Department.

Through this partnership and research the team has found additional energy and maintenance savings on base outside the 122 energy-saving projects they are pursuing.

"We've researched technology and though it didn't make sense for certain projects, DPW can take our work and use it in another part of the base," Byrne said. "One example is street lighting. We looked into doing an LED street lighting project. From lighting perspective, there is energy savings, but from a maintenance perspective, an LED street light only needs replacing every 15 years whereas standard street light has to be replaced every two to three years. They are taking our original project and implementing that with cost savings on labor. That really speaks to the relationship we've developed."

"The Corps of Engineers has always been a close working partner with JBLM to execute our technical work," said Eric Waehling, JBLM energy manager. "Without their partnership we wouldn't be able to do this. They have the technical and contracting expertise to get this done and they've been excellent partners on this project."



Corps courtesy photo

An energy auditor uses an infrared thermometer to check for heat loss.

—Continued from page 3

previous experience as a district commander to this one, it seems we are now checked against the boards several times before being in position to take a shot on goal.

What do you take away from your experience of leading Seattle District?

I leave here with many great memories, thankfulness for the opportunity to lead and learn from a great group of people serving the nation, and comfort in the fact that I tried to give my best to the district and the citizens of this region every day. On a personal level, while I will move on to do other things, I cannot imagine anything as satisfying as my time here with all of you.

What would you do if you had an opportunity to serve another year here? Among my three top priorities would be continuing to work with the district leadership to shape our Future Direction for where we need to be in 2016, pushing hard to assist our PDTs on some of the most vexing Civil Works projects, and trying to spend more time talking to and getting to know the district's people on a personal basis.

What do you hope will continue after you leave?

One thing I have learned as a nearly two-time district commander is that the things finished during your time were often started by others, and the things started under your watch will often be finished by others. Rather than hope, I know the district will continue to serve the nation and Northwest. Another thing I've learned is many things will not continue, some will be relieved, and many will quickly forget who I was – that is all OK. What I do hope is there are at least a few people who feel they learned something in my time here that will help them carry on the district's mission.

Was there any one event that stands out as being most memorable for you?

The most memorable event for me actually lasted about two months. It challenged my leadership and decision-making more than anything I have faced in peacetime in the Army as it caused me to question the wisdom and judgment of senior officials. I won't name names or get into details as it remains an open matter.

What are you looking forward to most about your retirement? With 12-year-old twins it will be less about retirement and more about starting another career. I'm most excited personally about the prospect to have more time for my family – they give up a lot when we serve. While I still intend to lead and be committed to whatever I undertake, I hope I can find a nice balance to work and life. Professionally, I'm looking forward

to the continued challenge of learning new things, likely in the free market of the business world rather than within the constraints of the government.

What will you miss the most about serving in the Army? After 25 years I expect there will be much I miss about serving in the Army – this has been my life since starting at West Point at age 17 just a couple weeks after high school graduation. I've always enjoyed the shared sense of sacrifice among a group of diverse people who come together in a place and time to accomplish a mission in service to others. The bond with others for something greater than ourselves, and with more on the line, is likely not going to be replicated away from the military.

What advice would you give the incoming commander? Enjoy every minute of your time with the people and mission here because it will go fast. Make decisions for the right reasons and provide your perspective as the commander on the ground to those separated by geography, insulated by policy, or uninformed about reality. Have fun!

Anything else you would add? I'm thankful for all you have done during the time I've been privileged to serve as your leader. I'm proud to have been among you and will remain a big fan of the people and work of the Seattle District, the Corps, and the U.S. Army. While we are not sure where life will take our family in the days and years ahead, my wife's home is in Olympia so expect us to stop in and say "hi" from time to time. If there is ever anything I can do for you, don't be afraid to ask.

—ESSAYONS!



Corps photo

Col. Bruce Estok (left), U.S. Army Corps of Engineers, Seattle District, commander, leads a Casing Ceremony for the district's Forward Engineer Support Team Advanced right before their deployment to Afghanistan in September 2013.

Exercise proper bicycle safety with these tips

By Seattle District
Public Affairs Office

As most of America begins to thaw out after a long, cold winter, bicycle enthusiasts are undoubtedly gearing up and ready to hit the road. Each May, organizations across America observe National Bike Month in an effort to raise awareness of bicycle safety and their target audience aren't just riders.

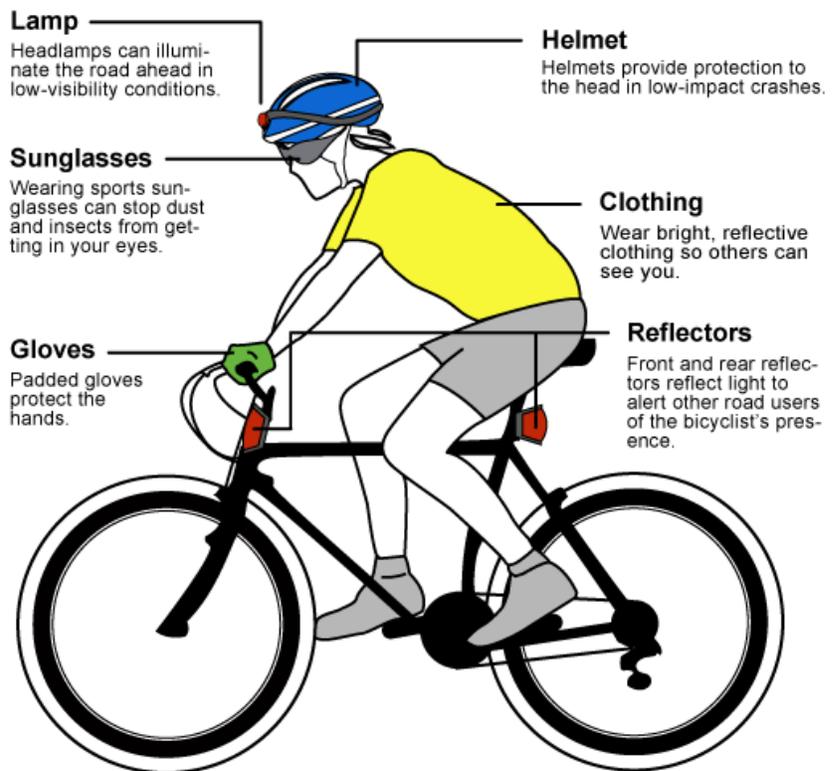
Annually, hundreds of cyclists are killed and tens of thousands more are injured in preventable crashes. According to the National Highway Transportation Safety Administration, in 2011, 677 cyclists were killed and an additional 48,000 were injured in motor vehicle crashes. This number is nine percent higher than the 623 killed in 2010.

Head injuries are the most serious type of injury and the most common cause of death for bicyclists. Bicycle helmets have proven to reduce the risk of head and brain injury when a crash occurs by as much as 85 to 88 percent. Reflective clothing and situational awareness are imperatives when biking.

But you can't stop there; never assume other motorists will see you. With distracted driving becoming an epidemic on America's road ways – in 2012, 3,328 were killed in distracted driving crashes – incorporating risk management into a bicycle ride could be a life or death decision.

Some important things to think about:

- Don't be complacent about your safety, especially while biking.
- Biking is an excellent alternative to running with less trauma on the back and leg joints.
- Wearing bicycle helmets is mandatory when riding on U.S. military installations and in many other jurisdictions. <http://www.wsdot.wa.gov/bike/helmets.htm>
- If all bicyclists wore helmets, one life could be saved every day; one head injury could be prevented every four minutes.
- Bicyclists should be alert and watch for opening car doors and turning and parked motor vehicles.
- Bicyclists have the same rights and responsibilities as motorists, including the right to ride in the traffic lane.
- It is illegal and unsafe for bicyclists to ride against (or facing) traffic.
- Bicyclists must obey all traffic controls, signs and signals. It's the law.
- In most states, a bicycle is considered a "vehicle" (like cars, trucks and motorcycles). All bike riders must obey the same laws as drivers of other vehicles.



around the district

Congratulations:

Adrian Gilmore is the Real Estate Division Realty Services Branch chief, **Rustin Director** is the Management Support Section chief, **Anitra Chew** is the Equal Employment Office representative, and **Angelo Tiu** is the Acquisition Business Specialist.

Bill Dowell received the award for exceptional meritorious service to the Transatlantic Afghanistan District and the Global War on Terrorism Civilian Service and NATO medals in support of Operation Enduring Freedom.

New Professional Engineers in the Engineering Division include: **Adam Price**, Water Management Section; **Michael Gonia**, **Jason Villarreal** and **Travis Macpherson**, Soils Section; **Michael Peele**, Civil Design Section; and **Logan Wallace** and **Dan Lowry**, Cost Engineering. Other new Professional Engineers include: **Michael Bondor**, Construction Support Branch; **Jim Byrne**, Technical Engineering Section at Joint Base Lewis-McChord, Wash.; and **Leah Wickstrom**, Planning, Programs

and Project Management Division.

Jodie Ramsey is now a Facilities Engineer Level II.

Min Schwartz completed her Bachelor's degree.

Karen Peterson completed Operations Security Level II Certification, allowing her to sign off on OPSEC consideration during pre-award contract development at JBLM.

Heather Waterman, JBLM Area Office project engineer, was commissioned to the Navy Civil Engineer Corps.

Out and About:

Forty National Floodplain Managers Association members toured the Hiram M. Chittenden Locks June 6 via an Argosy vessel with **Marian Valentine**, Lake Washington Ship Canal operations manager, narrating.

Gardener **Stephen Munro** facilitated a tour May 30 of the Carl S. English Jr. Botanical Garden at the Hiram M. Chittenden Locks for Northwest Horticultural Society/Elisabeth Carey Miller Botanical Garden members. **Evan Kreklow-Carnes**, **Katie McGillvray** and **Michelle McMorran**

also assisted with the event.

In mid-May, **Ken Brettmann** gave a talk during a University of Washington Civil Engineering Water Systems course Operations and Management. "Water Management Lessons Learned by a UW Graduate", was Brettmann's theme and the content centered on flood risk management operations involving Corps and non-Corps projects in Western Washington.

Gail Terzi, Regulatory Mitigation program manager, gave a speech titled "Clean Water Act Meets Endangered Species Act: Integrating Wetland and Fish Conservation Banking" to 150 participants at the 2014 National Mitigation and Ecosystem Banking Conference in Denver May 6-9.

Deputy District Engineer and Project Management and Planning, Programs and Project Management Division Chief **Olton Swanson** served on an executive panel for the 9th annual leadership summit for the Seattle Urban League Young Professionals May 3 in Seattle.

Capt. **Rex Broderick**,

Navigation Section, represented the district at the Operation War Fighter Internship Fair at JBLM May 1.

Capt. **Kyle Wagner**, JBLM Area Office, represented the district at an internship fair for Operation Warfighter April 3 at the Soldier and Family Assistance Center at Madigan Army Medical Center at JBLM.

Moving On:

- Kraig Adamson**
- Matt Bryant**
- Maria Colville**
- Elizabeth-Anne Hall**
- Diana Jones**
- Ronni Kammler**
- Capt. Neil Kester**
- Richard Sanchez**
- Jennifer Scroggins**
- Regi Troullier**

Retirements:

- Patrick Cagney**
- Mahlon Good**
- Tim Grimm**
- Chris Ingram**
- James LaFluer**
- Vivien McGinty**
- Louie Read**

Condolences:

Bryan Harlow

Welcome to the District:



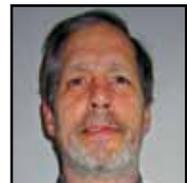
Blaire Harrington
Pathways Intern
Chief Joseph Dam



Catherine Johnson
Natural Resource Specialist
Chief Joseph Dam



Cortney Ingle
Student Trainee
Chief Joseph Dam



John Egge
Laborer
Chief Joseph Dam



Lawrence Asuncion
Engineering Technician
Chief Joseph Dam



Robert Hutchison
Laborer
Chief Joseph Dam



Ron Zelenka
Power Plant Mechanic
Chief Joseph Dam



Zettion Madison
Pathways Intern
Chief Joseph Dam

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Ceremony celebrates beginning, end of FEST-A deployments

By Bill Dowell

Public Affairs Office

KANDAHAR, Afghanistan – The 34th Forward Engineer Support Team Advance and the 59th FEST-A held a guidon Casing and Uncasing ceremony here May 10.

The ceremony symbolizes completion of the 34th's and beginning of the 59th's deployments. U.S. Forces-Afghanistan, Joint Engineering Directorate Director and Transatlantic Division (Forward), Afghanistan Commander Brig. Gen. Ed Jackson presided over the event. The general thanked the many U.S. Army Corps of Engineers employees in attendance for their sacrifice and dedication.

During their nine-month hitch, the Seattle-based, eight-person 34th completed 60 projects totaling more than \$30 million across Regional Commands South, Southwest and West. While supporting the Warfighter, the 34th's primary mission was the retrograde effort. They completed designs, statements of work, estimates and assessments.



Corps photo by Bill Dowell

U.S. Forces-Afghanistan, Joint Engineering Directorate Director and Transatlantic Division (Forward), Afghanistan Commander Brig. Gen. Ed Jackson, foreground, address U.S. Army Corps of Engineers employees following a guidon Casing and Uncasing ceremony here May 10. The ceremony symbolizes completion of the 34th Forward Engineer Support Team Advance's (FEST-A's), deployment completion and beginning of the 59th's. The 34th FEST-A returned to the Seattle District at the end of May. The 59th arrived from the Tulsa District.

The team is comprised of a highly technical, adaptable and expeditionary team that fills a niche larger Corps organizations are unable to support by providing a multi-discipline engineering service to the most remote areas in Afghanistan. The 34th FEST-A returned to the Seattle District at the end of May. The 59th arrived from the Tulsa District.