

The Newsletter of the
Port of Pittsburgh Commission

2022 Vol 3 (issue #10)

EXECUTIVE DIRECTOR'S MESSAGE



With the good news that we strive to report, comes some sadness which we also must share. In the last few months, our industry has lost two long-standing and diligent allies with the recent passing of Senator James Ferlo (May 15th) and Mr. Deane Orr (June 3rd). Both men had a passion for our rivers and the communities they served, and while their service came from different fields of work, their contributions to the Port of Pittsburgh are part of their enduring legacies, and we will pay tribute to each of them in this newsletter.

The Commission also extends its best wishes to our Chairperson Susie Baker Shipley, whose term has expired and has stepped down from our Board. Susie's term as Chairperson began in 2014, and we have been honored to experience her passion, dedication, and leadership during her time with us. We extend our heartfelt thanks and best wishes to her continued professional and personal endeavors, as she will always be part of the PPC family. We will reflect on her time with the Commission in this issue as well.

We hope that you enjoy this edition of the NEWSFLOW, and that you continue to have a safe and enjoyable Summer!

Mary Ann Bucci Executive Director, Port of Pittsburgh Commission

PPC Chairperson Susie Baker Shipley Term Expires; Steps Down from Board

Susie Baker Shipley's term as Port of Pittsburgh Commission has expired, and effective June 24, 2022, she has chosen to step down from the PPC Board. Shipley is the president of Huntington Bank's Western Pennsylvania and Ohio Valley region, was appointed to the Port of Pittsburgh Commission by Pennsylvania Gov. Tom Corbett in 2014, serving as Chair for 8 years. During her time with the Commission, she has worked with the PPC board and staff to continually promote the commercial use and development of the inland waterway-intermodal transportation system, and to support and develop the PPC programs and offerings.



The Port of Pittsburgh Commission is extremely fortunate to have had Ms. Baker Shipley's leadership and professionalism at the helm of our Board, and we appreciate the impression that she made on our organization and industry. We wish her the best with her future endeavors, and know that she will always be there for us when called upon. The PPC anticipates the appointment of a new chairperson in the coming months.



3 RIVERS, 3 QUESTIONS

with Colonel Adam J. Czekanski

U.S. Army Corps of Engineers
Pittsburgh District



Colonel Adam J. Czekanski is the District Commander of the US Army Corps of Engineers Pittsburgh District.

1. Colonel Czekanski, congratulations on completing your first year as the District Engineer in command of the Pittsburgh District. Let us know what your first year has been like in Pittsburgh, and how are you getting acclimated to the region?

It has been a great first year with the Pittsburgh District! One of my top priorities this past year was to develop an understanding of the projects and work that make up our district's portfolio, and as I did so I gained a great appreciation for what our employees must do every day to successfully accomplish our many missions. Our 700+ employees are geographically dispersed amongst 41 locations spread throughout our district's 26,000 square mile footprint. Getting out to each of these locations within my first 90 days, and then making frequent follow-up visits, has helped me appreciate the challenges our employees face and overcome

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US Coast Guard is Committed to Cyber Security *by David L. Fox CIV*

Our nation’s maritime transportation system (MTS) in 2020 dollars was responsible for over \$5.4 trillion dollars in commerce. This equated to approximately 25% of the nation’s gross domestic product. In the same year there were over 500 cyber-based attacks to our maritime infrastructure. With this trend the Coast Guard efforts in cyber security have rapidly evolved in the last few years. As Admiral Karl Shultz stated, there has been a “sharp rise of cyber exploitation in maritime critical infrastructure and information networks.”

In an all hazards approach to our MTS, the Coast Guard Cyber Command was created in 2013. A cornerstone policy, “Coast Guard Cyber Strategy 2015”, established a way forward in our cyber mission. In August of 2021 our updated policy “Coast Guard Cyber Strategic Outlook” addressed cyber concerns looking towards the future. The upside benefit for our maritime partners? This allows the Coast Guard to consistently maintain our maritime and cyber expertise to meet industry needs for cyber training, and assessment or investigations as warranted.

As the Sector Risk Management Agency for the MTS this is by no means an individual Coast Guard effort. We are also committed to work with our partners in the Cyber Infrastructure and Security Agency (CISA), FBI and DHS. In this way the ports are kept abreast of cyber threats or other potential issues regarding cyber security.

The Coast Guard and Captain of the Port of Pittsburgh are committed to cyber security on a daily basis. In 2020 the average cost of a data breach was \$3.86 million and had a life cycle of 207 days before discovery. Our dedicated efforts, working with response agencies, and education through training or other assistance will only serve to lower these numbers in our port systems.



Pennsylvania State Legislative Update

*by Joe Murzyn of
Buchanan, Ingersoll & Rooney*

Each summer, the Pennsylvania General Assembly works to provide funding for the state’s next fiscal year. The Fiscal Year 2022-2023 budget consists of \$45.3 billion in spending, which is an increase of \$1.3 billion (3%) from last year’s budget. The budget transfers \$2.1 billion to the Rainy Day Fund, bringing the balance to nearly \$5 billion. The spending plan also distributes remaining revenue from the 2021-2022 allocation from the American Rescue Plan Act (\$990 million) to a variety of different programs including funding

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3 Rivers, 3 Questions with Col. Czekanski *continued*

daily. It is the people that drive the success of any organization and I have been thoroughly impressed with the talent, ingenuity, and work ethic of our employees.

2. The Port of Pittsburgh was elated to receive the IHA funding (nearly \$1 billion for the Emsworth, Dashields, and Montgomery Locks & Dams) as part of the Upper Ohio River Navigation Project. Could you explain what this funding means in terms of rebuilding our infrastructure and sustaining navigation for the region, and what to expect in terms of next steps toward construction?

We were equally thrilled with the funding received for the Upper Ohio Navigation Project. Securing funding for any project sets the conditions for efficient execution. This is even more critical for large-scale “mega” projects such as the Upper Ohio Navigation Project where reliable funding enables efficient project delivery years sooner than with piecemeal funding, as experienced on the Lower Monongahela Project. Emsworth, Dashields, and Montgomery are the oldest and smallest locks on the Ohio River. The removal of the smaller auxiliary chamber at each of these facilities, and replacement with a chamber identical to the existing larger main chamber, will improve reliability and increase lockage capacity on the upper Ohio River system. These improvements complement the already cost-effective and environmentally friendly nature of commerce on our inland waterways. We are currently on schedule to complete the lock design at Montgomery in Fall 2023, with contract award scheduled to occur in Spring 2024. The design developed for the Montgomery lock will be used as the basis for the designs of the new locks at Emsworth and Dashields.

3. Looking toward the future, what are some your other objectives and initiatives specific to the Port of Pittsburgh region?

Our efforts ramping up the Upper Ohio Navigation Project are occurring as we simultaneously wind down our work with the Lower Monongahela Navigation Project. This project includes the completion of the gated dam at Braddock that occurred in 2004, construction of a new main chamber at Charleroi scheduled for Summer 2024, and the subsequent removal of the lock and dam at Elizabeth once work at Charleroi is complete. Completion of this work will improve the efficiency of maritime commerce through the lower 60 miles of the Monongahela River. We also actively monitor and analyze the potential risks to all of the navigation facilities within our portfolio and address those risks as they arise. This includes minor and major maintenance, rehabilitations, and actively looking at creative options to address aging infrastructure needs on the Allegheny River. The significant decrease in commercial traffic on the Allegheny creates funding challenges to sustain our critical infrastructure in support of both the remaining industry and a very active recreational boater community. We are working with a broad range of stakeholders to identify opportunities to successfully address these challenges.



Pennsylvania State Legislative Update continued

for water and sewerage infrastructure, the clean streams fund and state parks and outdoor recreation.

In addition to the state's budget, there were a number of other pieces of legislation that moved through the legislative process including two bills that are worth noting. The first, sponsored by Port of Pittsburgh Board Member Senator Devlin Robinson (R-Allegheny) addressed the expansion of Waterfront Development Tax Credit Program from \$1.5 million to \$5 million annually. This program was initially established through legislation in 2016 as a tool to help communities fulfill the potential of their waterways. It encourages private investment in waterfront property which in turn creates better public access to the water, increases property values, restores ecology and creates jobs and economic growth. The Waterfront Development Tax Credit legislation ended up being amended into the omnibus tax code bill passed in conjunction with the state budget process in July. We look forward to seeing the positive impact this program will have in improving our waterways.

Another bill worth noting, which was also sponsored by Senator Devlin Robinson, updates the Port of Pittsburgh Commission's governing body. This statute has not been updated in over 25 years and this legislation is a means to modernize the board including adding Cambria County into the Port's territory. This is an exciting opportunity for the port to expand its reach and to finally make its member counties contiguous. The legislation was unanimously voted out of the Senate and the House Transportation Committee where it will remain until the legislature reconvenes for session this fall when we hope it will be taken up on final consideration on the floor of the House.

At the state level, this year is an election year for Governor as well as the Pennsylvania House of Representatives and half of the Senate. This is the end of the two-year legislative session, which means that this fall will be the last opportunity for legislative activity before legislation has to be reintroduced next year.



The Port of Pittsburgh Commission staff and board would like to congratulate the winners of the 2022 Pittsburgh Maritime Club Scholarships:

Macee Cree of Garards Fort, PA (Mapletown Jr. Sr. High School)

Nora Kelly of Alison Park, PA (Hampton High School)

Jenna Cunningham of Clarksburg, WV (Lincoln High School)

Lyndsay Reynolds of New Cumberland, WV (Oak Glen High School)

Best of luck to all of you!

IN MEMORIAM: Senator Jim Ferlo

May 15, 2022.



Senator Ferlo, formerly of Pennsylvania Senate district 38, had served dutifully on the board of the Port of Pittsburgh Commission since 2003. He was an energetic participant in every board meeting, always offering helpful advice or questioning various items being discussed. Just as he was with his politics, as a commissioner, he was never one to hold back even if his views conflicted with the majority. He was well-respected and an important contributor to Commission actions. Senator Ferlo was also instrumental in establishing our small grants program that assists municipalities and industry with small projects along our waterways.

He served as a councilman for the City of Pittsburgh from 1987 to 2002. He went on to serve as a Pennsylvania state Senator until 2015. He was the Democratic Chairman of the Law and Justice Committee from 2003 to 2015. He was also the Vice-Chairman of the Democratic Appropriations Committee. Prior to serving on the city council, Ferlo was hired by Tom Flaherty to work as a staff member in the controller's office.

Ferlo always fought for what he believed in regardless of the odds. The brilliance of his perseverance was that there was as much to be learned from the losses as to be gained by the wins, not just for himself, but for others, such as community groups who learned how to utilize the experience and wield power. His focus was always community-oriented, including showing community groups how to succeed by unifying when they all wanted same result but disagreed over how to achieve it. His methods of advocacy enabled his constituents to understand that they had a voice in government and that their concerns would be heard.

Pennsylvania Senate Democratic Leader Jay Costa referred to Senator Ferlo as "the progressive conscience of the Senate and possibly the entire General Assembly throughout his time."

IN MEMORIAM: Deane Orr

June 3, 2022



Vice-President of River Operations for Consol Coal, Deane was well-known throughout the waterway industry. He had a commanding presence and an uncanny ability to make things happen. He spoke with authority but would punctuate his oratory with a smile or a wink, never letting his business posture get in the way of his humanity. His heart was as big as his sturdy frame. He was a true friend of the Port Commission and an asset to the waterway industry.

Deane also served on the Inland Waterways User Board, was past president of Pittsburgh Waterways Association, a riverboat Captain of the MV Arkwright, and was a member of AWO (American Waterways Operators).



PPC Commissioner John Pippy Promoted to Brigadier General, Becomes National Guard Chief to US Army Corps of Engineers



Port of Pittsburgh Commissioner John Pippy was promoted to the rank of Brigadier General during a ceremony at Fort Indiantown Gap on May 14, 2022.

In addition to the promotion, Pippy has been concurrently assigned as the land component commander of the Pennsylvania National Guard and the deputy chief of engineers for National Guard affairs at the U.S. Army Corps of Engineers Headquarters.

Brigadier General Pippy has served on the PPC Board since 1999, and we are appreciative of his continued service, and extremely proud to see him receive this well-deserved promotion as well as his new assignments.



It was “Fish With a Water Conservation Officer Day” at Keystone Lake on July 9. We were there with the PA Fish & Boat Commission



We were also at Lockfest on July 9 at Lock 4 on the Allegheny River with US Army Corps of Engineers



Spill Boom Deployment Training on the Mon River with the Three Rivers Pollution Response Council on July 12



SERVING OUR MEMBERS SINCE 1902



Traffic Club of Pittsburgh

PROMOTING, NETWORKING, AND GIVING BACK TO OUR COMMUNITY

WHO WE ARE

The club is primarily an educational organization that provides educational functions and scholarships and sees to the advancement, refinement and interchange of ideas and information among members by providing business and social settings where shippers, receivers, and transportation companies can interact.

WHAT WE DO

Our priority in the 21st century is to encourage and protect trade and commerce by adapting to technological changes and improving internal communication.

We aim to provide opportunities for those engaged in transportation to meet, establish and maintain relationships to facilitate understanding and problem-solving techniques.

For More information on the Pittsburgh
Traffic Club:

www.trafficclubofpittsburgh.org

Or, contact:

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GOOD THINGS FLOW FROM HERE

