

From: Mashburn, Lori
To: [Alex Hinson](#); [Caroline Boulton](#); [Daniel Jorjani](#); [David Bernhardt](#); [Douglas Domenech](#); [Eli Nachmany](#); [Getto, Leila](#); [James Cason](#); [John Tanner](#); [Laura Rigas](#); [Magallanes, Downey](#); [Mashburn, Lori](#); [Micah Chambers](#); [Natalie Davis](#); [Russell Newell](#); [Scott Hommel](#); [Swift, Heather](#); [Thiele, Aaron](#); [Willens, Todd](#)
Subject: Fwd: DOI Cabinet Affairs Report 12/1
Date: Friday, December 01, 2017 1:37:57 PM
Attachments: [DAILY UPDATE FOR CABINET AFFAIRS 12-01-17.docx](#)

DEPARTMENT OF THE INTERIOR DAILY UPDATE FOR CABINET AFFAIRS – 12/01/17

Lori Mashburn, White House Liaison
Natalie Davis, Special Assistant to the Secretary

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The Tree That Rocked The Music Industry.

[NPR](#) (11/30, Benincasa) reports that "new regulations on the international movements of rosewood have hit hard in parts of the music industry, which has long relied on rosewood as a 'tonewood' used in many kinds of instruments, including guitars, cellos and clarinets." According to the article, "the reason for the crackdown" is "Chinese consumers' growing demand for rosewood or 'hongmu' furniture." However, U.S. manufacturers "say the regulations are misguided," and some officials agree. Craig Hoover, who manages the CITES treaty for the United States at the U.S. Fish and Wildlife Service, said, "I think the question of whether we're regulating more than we need to is really the one that's on the table for us right now. And we need to examine whether or not there are things that we can let go, in terms of CITES controls, and still achieve the conservation results we want to achieve. So, I don't think we have come to the conclusion that we got it exactly right."

President And First Lady Light National Christmas Tree.

[ABC World News Tonight](#) (11/30, story 14, 0:10, Muir) reported that President Trump and the First Lady lit the National Christmas Tree in Washington on Thursday. [NBC Nightly News](#) (11/30, story 13, 0:15, Holt) reported that this year's event was co-hosted by Kathie Lee Gifford and "featured several performers including the Beach Boys."

DOI PRESS RELEASE

Under Budget & Ahead of Schedule: Secretary Zinke Announces Full Funding to Repair Arlington Memorial Bridge

Project saves taxpayers \$35 million - Shaves 18 months off construction time

WASHINGTON – Today, U.S. Secretary of the Interior Ryan Zinke announced a \$227 million project to repair Arlington Memorial Bridge, a historic and critical transportation link to the nation's capital. As awarded, the project will save American taxpayers \$35 million and 1.5 years of estimated construction time.

"Repairing Arlington Memorial Bridge underscores President Trump's commitment to rebuilding American infrastructure and is a major step in addressing the National Park Service's \$11.3 billion maintenance backlog," **Secretary Zinke said.** "The bridge is one of the largest transportation infrastructure projects in National Park Service history."

Over the past six years, the National Park Service (NPS) and Federal Highway

Administration (FHWA) have made emergency temporary repairs while planning the larger rehabilitation. Without a complete rehabilitation, the continued and accelerated deterioration of the bridge's concrete deck would have required it be closed by 2021.

The NPS, with the District of Columbia as co-signer, received a \$90 million FASTLANE grant from the U.S. Department of Transportation, and Senator Mark Warner (D-VA) secured an amendment to the fiscal year 2017 Appropriations Act (P.L. 115-31), which directed \$30 million to the project. In order to complete the project in a single phase, the NPS will invest \$107 million of its annual transportation and construction funds. A "design-build" contract – meaning the contractor will both design the work and conduct the repairs – will save money and accelerate the project's completion time.

The Federal Highway Administration (FHWA) awarded and will manage the \$192 million contract with Kiewit Infrastructure Co. of Hanover, Maryland. \$35 million of the total project cost is for engineering, construction management, wetlands mitigation, and contingency, through the FHWA.

"We are happy to play a role in rehabilitating this iconic American bridge," **said Acting Federal Highway Administrator Brandye L. Hendrickson.** "Using state-of-the-art tools, techniques and engineering practices, we can improve the bridge's safety and ensure it remains an active part of the nation's capital."

The project has benefitted from strong support from local leaders and congressional representatives, including District of Columbia Mayor Muriel Bowser and Delegate Eleanor Holmes Norton (DC), Senators Mark Warner and Tim Kaine (VA), and Members of Congress Barbara Comstock and Don Beyer (VA).

Major construction will start in fall 2018. It will replace the drawbridge span, rehabilitate the concrete approach spans, and replace the concrete deck. Workers will employ accelerated bridge construction techniques, including using prefabricated concrete deck panels. They will reset the stone curbs and light posts and restore the historic stone and metal cladding. The structure of the existing bascule span will be replaced with variable depth steel girders, which will significantly extend the useful life of the bridge while significantly reducing maintenance costs. The NPS will begin minor repairs to the bridge by the beginning of 2018.

Regarded as Washington's most beautiful bridge, Memorial Bridge symbolically links North and South in its alignment between the Lincoln Memorial and Arlington House, the Robert E. Lee Memorial. The adjacent Rock Creek and Potomac Parkway terminus, the Watergate steps, and monumental equestrian statuary join with the bridge to create a formal western terminus of the National Mall at the edge of the Potomac River.

Designed by the prominent architectural firm of McKim, Mead and White, the low, Neoclassical bridge is 2,163 feet long and 60 feet wide. Except for the bascule (drawbridge) span in the bridge's center which is clad in metal, it is constructed from reinforced concrete faced with dressed North Carolina granite ashlar. When it opened in 1932, the bridge was the longest, heaviest and fastest opening drawbridge in the

world; the drawbridge last opened in 1961. Today, it carries 68,000 cars per day.

FEDERAL REGISTER LISTINGS:

N/A

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[Reuters](#) (11/30, Gardner) reports in continuing coverage that the GOP’s bid to open Alaska’s Arctic National Wildlife Refuge to drilling hit an obstacle after a nonpartisan Senate official ruled that the exploration was subject to environmental assessments by the Interior Department. The official said the energy committee measure did not adequately consider requirements under a national environmental law. However, Republicans offered new language to the measure and said drilling would advance if the tax bill passes.

The Tree That Rocked The Music Industry.

[NPR](#) (11/30, Benincasa) reports that “new regulations on the international movements of rosewood have hit hard in parts of the music industry, which has long relied on rosewood as a ‘tonewood’ used in many kinds of instruments, including guitars, cellos and clarinets.” According to the article, “the reason for the crackdown” is “Chinese consumers’ growing demand for rosewood or ‘hongmu’ furniture.” However, U.S. manufacturers “say the regulations are misguided,” and some officials agree. Craig Hoover, who manages the CITES treaty for the United States at the U.S. Fish and Wildlife Service, said, “I think the question of whether we’re regulating more than we need to is really the one that’s on the table for us right now. And we need to examine whether or not there are things that we can let go, in terms of CITES controls, and still achieve the conservation results we want to achieve. So, I don’t think we have come to the conclusion that we got it exactly right.”

President And First Lady Light National Christmas Tree.

[ABC World News Tonight](#) 📺 (11/30, story 14, 0:10, Muir) reported that President Trump and the First Lady lit the National Christmas Tree in Washington on Thursday. [NBC Nightly News](#) 📺 (11/30, story 13, 0:15, Holt) reported that this year’s event was co-hosted by Kathie Lee Gifford and “featured several performers including the Beach Boys.”

DOI PRESS RELEASE

Under Budget & Ahead of Schedule: Secretary Zinke Announces Full Funding to Repair Arlington Memorial Bridge

Project saves taxpayers \$35 million - Shaves 18 months off construction time

WASHINGTON – Today, U.S. Secretary of the Interior Ryan Zinke announced a \$227 million project to repair Arlington Memorial Bridge, a historic and critical transportation link to the nation’s capital. As awarded, the project will save American taxpayers \$35 million and 1.5 years of estimated construction time.

“Repairing Arlington Memorial Bridge underscores President Trump’s commitment to rebuilding American infrastructure and is a major step in addressing the National Park Service’s \$11.3 billion maintenance backlog,” **Secretary Zinke said**. “The bridge is one of the largest transportation infrastructure projects in National Park Service history.”

Over the past six years, the National Park Service (NPS) and Federal Highway Administration (FHWA) have made emergency temporary repairs while planning the larger rehabilitation. Without a complete rehabilitation, the continued and accelerated deterioration of the bridge’s concrete deck would have required it be closed by 2021.

The NPS, with the District of Columbia as co-signer, received a \$90 million FASTLANE grant from the U.S. Department of Transportation, and Senator Mark Warner (D-VA) secured an amendment to the fiscal year 2017 Appropriations Act (P.L. 115-31), which directed \$30 million to the project. In order to complete the project in a single phase, the NPS will invest \$107 million of its annual transportation and construction funds. A “design-build” contract – meaning the contractor will both design the work and conduct the repairs – will save money and accelerate the project’s completion time.

The Federal Highway Administration (FHWA) awarded and will manage the \$192 million contract with Kiewit Infrastructure Co. of Hanover, Maryland. \$35 million of the total project cost is for engineering, construction management, wetlands mitigation, and contingency, through the FHWA.

“We are happy to play a role in rehabilitating this iconic American bridge,” **said Acting Federal Highway Administrator Brandye L. Hendrickson**. “Using state-of-the-art tools, techniques and engineering practices, we can improve the bridge’s safety and ensure it remains an active part of the nation’s capital.”

The project has benefitted from strong support from local leaders and congressional representatives, including District of Columbia Mayor Muriel Bowser and Delegate Eleanor Holmes Norton (DC), Senators Mark Warner and Tim Kaine (VA), and Members of Congress Barbara Comstock and Don Beyer (VA).

Major construction will start in fall 2018. It will replace the drawbridge span, rehabilitate the concrete approach spans, and replace the concrete deck. Workers will employ accelerated bridge construction techniques, including using prefabricated concrete deck panels. They will reset the stone curbs and light posts and restore the historic stone and metal cladding. The structure of the existing bascule span will be replaced with variable depth steel girders, which will significantly extend the useful life of the bridge while significantly reducing maintenance costs. The NPS will begin minor repairs to the bridge by the beginning of 2018.

Regarded as Washington's most beautiful bridge, Memorial Bridge symbolically links North and South in its alignment between the Lincoln Memorial and Arlington House, the Robert E. Lee Memorial. The adjacent Rock Creek and Potomac Parkway terminus, the Watergate steps, and monumental equestrian statuary join with the bridge to create a formal western terminus of the National Mall at the edge of the Potomac River.

Designed by the prominent architectural firm of McKim, Mead and White, the low, Neoclassical bridge is 2,163 feet long and 60 feet wide. Except for the bascule (drawbridge) span in the bridge's center which is clad in metal, it is constructed from reinforced concrete faced with dressed North Carolina granite ashlar. When it opened in 1932, the bridge was the longest, heaviest and fastest opening drawbridge in the world; the drawbridge last opened in 1961. Today, it carries 68,000 cars per day.

FEDERAL REGISTER LISTINGS:

N/A