

GLMRIS-BRANDON ROAD NEPA SCOPING MEETING

DECEMBER 9, 2014

CHICAGO, ILLINOIS

PRESENTERS :

MR. ROY DEDA

MR. DAVE WETHINGTON

MR. KENDALL ZABOROWSKI

1 MR. ZABOROWSKI: I would like to say good
2 afternoon ladies and gentlemen. Thank you for
3 coming here tonight.

4 I would like to welcome you all to our
5 Great Lakes Mississippi River Interbasin Study or
6 GLMRIS, as you will hear it referred to many times
7 tonight now, Brandon Road National Environmental
8 Policy Act Scoping Meeting.

9 My name is Kendall Zaborowski. I'm
10 from the U.S. Army Corps of Engineers Chicago
11 District, and I will be moderating this evening's
12 meeting.

13 Before beginning the meeting, I would
14 like to take a moment to let you all know that if
15 you need to use the restroom, if you go back out to
16 the elevators and across from our welcome table, you
17 can find those there.

18 And in the case of an emergency, you
19 can also run that way. Or behind me to my left and
20 right there are the emergency exits.

21 When you arrived here today, there
22 were a few materials available to you. First, there
23 was a single paper comment form with instructions on
24 how to submit a comment to us during this NEPA

1 scoping process. It has our address, our website.
2 Or you can write on this and fill it in and leave it
3 with one of us tonight.

4 The second handout was a couple pieces
5 of paper of frequently asked questions about what we
6 are trying to accomplish with this planning effort
7 and other aquatic nuisance species efforts that are
8 being undertaken by the Corps of Engineers and other
9 federal and state agencies.

10 And, lastly, there was a bigger
11 booklet, which is a summary of the GLMRIS report,
12 which is a report that was published in January of
13 this year that is informing most of our efforts here
14 today.

15 I would like to now take a moment to
16 introduce today's panel and those that will be
17 speaking with you.

18 To my left immediately is Mr. Roy
19 Deda, who is the deputy district engineer for
20 planning, programs and project management at the
21 Chicago District for the U.S. Army Corps of
22 Engineers.

23 Next to him is Dave Wethington, the
24 project manager for GLMRIS.

1 So for those of you wishing to speak
2 at tonight's meeting and you preregistered on our
3 project website, if you yet haven't had a moment to
4 check in at our front desk, please take a moment to
5 do so.

6 And for those of you that did not
7 preregister and think you would like to make a
8 comment later tonight, please check in with our
9 front desk. And even if you don't, after you hear
10 the presentation, if you think you would like to
11 make a comment after that, we can accommodate you.

12 The Corps of Engineers is hosting two
13 public meetings throughout the study area in an
14 effort to provide opportunities for those of you
15 within the study area to comment on the scope of the
16 efforts that we are trying to undertake here. This
17 is our second public meeting, and we are glad to
18 have you with us.

19 The Corps of Engineers is seeking
20 input, gathering concerns on issues and needs
21 related to this study from stakeholders such as
22 yourself, tribes and the public throughout this NEPA
23 scoping process.

24 The Army Corps of Engineers will be

1 collecting comments through January 16th of 2015.
2 Those comments we receive then will be compiled and
3 posted on our GLMRIS website, which is
4 glmris.anl.gov.

5 For comments to be formally included
6 in our scoping process, they need to be given during
7 an oral comment period at one of our public
8 meetings, submitted through mail to our office or
9 submitted through our online web comment form.

10 So if you have any questions or
11 concerns during the presentation or the meeting
12 itself or afterwards, feel free to speak to anyone
13 that's working at our table up front or find us
14 afterwards, and we will do our best to answer those
15 for you.

16 So as I mentioned earlier, this
17 meeting is going to begin with a few speakers, then
18 a presentation about what we are planning to do and
19 then a public comment period so we can hear from
20 you. And I believe we are scheduled to end at
21 6:00 p.m. tonight.

22 So now I would like to turn it over to
23 Mr. Roy Deda.

24 MR. DEDA: Thanks, Kendall. As Kendall

1 announced, I am Roy Deda. I'm the deputy district
2 engineer for planning, programs and project
3 management. Colonel Drew could not be here.
4 Colonel Christopher Drew is our district commander.
5 He is out of town, so he asked me to represent him
6 here today.

7 So I'm glad you all could come out and
8 join us for the event. So we welcome the
9 opportunity to update you on our continuing Great
10 Lakes Mississippi River Interbasin Study efforts and
11 to hear your comments regarding the upcoming Brandon
12 Road evaluation.

13 Any undertaking of this complexity
14 requires input from stakeholders. And we appreciate
15 your willingness to provide that input.

16 The GLMRIS plan of the Brandon Road
17 interim effort will build on the foundation of the
18 GLMRIS report, which was released in January of
19 2014.

20 Based on the evaluations presented in
21 the GLMRIS report and in response to stakeholder
22 input, the Corps has concluded that the most
23 practical next steps in GLMRIS include a formal
24 evaluation of potential aquatic nuisance species

1 control technologies that could be applied in the
2 vicinity of the Brandon Road lock and dam. Dave
3 Wethington will be explaining this shortly. He will
4 explain what we expect as the evaluation will
5 evolve.

6 GLMRIS is just one piece of our
7 four-part aquatic nuisance species prevention
8 strategy. We also operate the electric barriers in
9 the Chicago Sanitary and Ship Canal. We also do the
10 work to assure the barrier's effectiveness through
11 the efficacy studies. And we also participate in
12 extensive monitoring of the area waterways on the
13 Illinois waterway and the Chicago Area Waterway
14 System.

15 So recognizing that aquatic nuisance
16 species control is a shared responsibility, we also
17 continue to work with our local, state and federal
18 partners as part of the comprehensive strategy being
19 undertaken by the members of the Bi-National Asian
20 Carp Regional Coordinating Committee.

21 And that's it for me. I'm sorry I
22 don't have a uniform on today. But it's a pleasure
23 to be here and look forward to hearing the input
24 from those of you here.

1 And with that, I'm going to turn it
2 over to Dave Wethington, our project manager.

3 MR. WETHINGTON: Good afternoon. Thank you,
4 Roy. And thank you all again for coming today.

5 My name is Dave Wethington. I am the
6 project manager for the Great Lakes and Mississippi
7 River Interbasin Study for the Corps of Engineers.

8 It's my pleasure to be here today to
9 spend a little bit of time talking to you about some
10 of the next steps that we are looking forward in
11 taking at the Brandon Road site.

12 Before I get into the specific details
13 of what we are looking at studying and looking at
14 developing the feasibility for, I would like to
15 spend just a moment kind of keying into one of the
16 statements that Roy just previously made with regard
17 to the control of aquatic nuisance species being a
18 shared responsibility.

19 We would like to kind of open with
20 that because it brings together the efforts that the
21 Corps of Engineers will be studying and will be
22 further evaluating along with efforts that yourself
23 and myself as a member of the public have on this
24 battle on a daily basis.

1 We look at aquatic nuisance species
2 controls as a range of structural and nonstructural
3 activities that could be implemented. The Corps of
4 Engineers is a federal agency, is an engineering
5 organization, is responsible for the implementation
6 of various structural controls.

7 The electric barriers in Romeoville
8 are an example of a structural control. Although
9 they are putting electricity in the water, there is
10 a structure and an operation of the maintenance
11 that's involved. So that's what we speak to when we
12 mean structural controls.

13 How you and I are involved on a
14 member-of-the-public basis, every day when we are
15 recreators or anglers is understanding how species
16 can move between the basins and looking at ensuring
17 that we take it very seriously with regard to our
18 activities in making sure that we don't accidentally
19 transport species between the basins.

20 Other nonstructural measures can be
21 implemented, not just by members of the public, but
22 by other agencies and representatives of the
23 government.

24 A good example includes biologic

1 controls in the active management of species such as
2 the fishing down of carp populations or the
3 continued monitoring and telemetry of these, as well
4 as the promulgation of laws and regulations toward
5 the control of aquatic nuisance species.

6 The GLMRIS report developed a list of
7 eight different alternatives that included both
8 structural and nonstructural measures that could
9 possibly be implemented to control the transfer of
10 aquatic nuisance species between the Great Lakes and
11 Mississippi River basins.

12 Again, this report really brought
13 together the linkage between the success of both of
14 these features together.

15 At the Brandon Road site, the Corps is
16 looking to implement a specific type of evaluation.
17 The GLMRIS report provides the basis for these
18 further investigations.

19 In brief, our scope of work is to look
20 at the viability of establishing a one-way control
21 point to control the transfer of aquatic nuisance
22 species from the Mississippi River basin towards the
23 Great Lakes.

24 The map on the right-hand side of the

1 screen in front of me -- or in front of you shows an
2 excellent depiction of why we have chosen the
3 Brandon Road site.

4 The Brandon Road site is point No. 10.
5 It represents the only single point that can be --
6 that serves as a control point for species moving
7 from the Mississippi River basin towards the Great
8 Lakes.

9 On the other hand, if you were to look
10 at the movement of aquatic nuisance species from the
11 lakes towards the rivers, you have to implement
12 controls at at least two, if not three or four
13 specific sites.

14 So we are looking at a range of
15 options that could be possibly implemented at the
16 Brandon Road control point, very similarly to what
17 we looked at in the GLMRIS report.

18 We may look at alternatives that
19 include no additional action. We will look at
20 nonstructural measures and the implementation of
21 those nonstructural measures, as well as various
22 combinations of controls that can address swimmers,
23 floaters and hitchhikers, or those organisms that
24 attach to vessels and move from one basin to the

1 other.

2 An important part of what we are going
3 to be considering and looking at the feasibility of
4 this analysis is determining the federal interest in
5 a benefit to the nation since we are seeking to make
6 a recommendation in the form of a decision document.

7 The Corps of Engineers uses a
8 methodology where we use a very structured type of
9 analysis. And the chief of engineers eventually
10 recommends a particular alternative to Congress for
11 further authorization and appropriation.

12 It's very important to note that
13 currently we only have an authority to study. We do
14 not have an authority for construction, nor do we
15 have appropriations for construction. So those
16 would need to come from Congress.

17 So our goals are fairly simple and
18 they are two-fold: First to reduce the risk of
19 transfer of species in the upstream direction to the
20 maximum extent feasible. And, secondly, while doing
21 that, minimize impacts to existing uses and users of
22 the Chicago Area Waterway System.

23 What's unique and very important about
24 this future activity is it will also inform future

1 actions towards two-way risk reduction.

2 While we are only focusing currently
3 on developing technologies and developing
4 methodologies to assess and develop benefits and
5 possible costs for one-way transfer, all of these
6 methodologies, all of these analyses will be
7 directly applicable toward implementing a future
8 two-way solution.

9 So why Brandon Road? I have hit on a
10 couple of them already. It serves as a single
11 control point for controlling all of these species
12 that are moving from -- through the aquatic pathway
13 from the Mississippi River basin towards the Great
14 Lakes. And it also avoids some of the geographic
15 hiccups that can be identified with the Chicago Area
16 Waterway System during significant precipitation
17 events.

18 There are times when the Des Plaines
19 River will overflow in the Chicago Area Waterway
20 System, thus creating an artificial bypass.

21 The Brandon Road site is immediately
22 downstream of the confluence of the Des Plaines
23 River and the Chicago Sanitary and Ship Canal.

24 The Brandon Road control point was

1 also identified heavily within the GLMRIS report.
2 Of the six structural alternatives that were
3 identified in GLMRIS, three of them included the
4 Brandon Road control point as an element of that
5 alternative.

6 I mentioned previously, we also are
7 seeking to develop these technologies and develop
8 these control methodologies at the Brandon Road site
9 to further inform to a risk reduction.

10 The map that you see on the upper
11 right-hand side gives an excellent kind of snapshot
12 as to why specifically the Brandon Road control
13 point is effective.

14 Highlighted in the middle of the
15 screen, you see the figure that points to the dam.
16 That dam is an approximately 35-foot difference
17 between the tail water and the water that's coming
18 over the top of the dam.

19 So anything that's moving from the
20 Chicago area -- I'm sorry, moving from the
21 Mississippi River basin toward the Chicago Area
22 Waterway System would have to be able to move up a
23 35-foot dam. That's virtually impossible.

24 So the only other methodology, the

1 only other route that a species could take in moving
2 is coming through what's marked as the approach
3 channel and the lock during a vessel lockage.

4 So we are focusing our efforts, our
5 investigations, our technical analysis on what types
6 of controls could be situated and implemented at
7 that approach channel and within that lock chamber.
8 That's why this particular point serves as an
9 excellent control point for species moving in the
10 upstream direction.

11 We do recognize, however, that while
12 the Brandon Road control point is ideal for these
13 next-step investigations, there are a variety of
14 other ways that aquatic nuisance species can
15 transfer between the basins.

16 This map that you see on the
17 right-hand side of the screen is a depiction of the
18 types of species that can transfer between the Great
19 Lakes and Mississippi River basins.

20 You will note that we've shaded out
21 those species that are on the Great Lakes side
22 because this investigation does not consider those
23 at this point in time.

24 However, on the bottom part of that

1 figure, you can see that there are ten species,
2 three of them being high or medium risk for
3 potential transfer in establishment in the opposite
4 basin. Those are the organisms for which this
5 particular control point in one-way direction would
6 be applicable.

7 We also recognize that the basin
8 divide, the watershed divide between the Great Lakes
9 and Mississippi River basin is very bad. Over a
10 thousand miles in length, there are other potential
11 ways that species could transfer between the basin.

12 However, the Chicago Area Waterway
13 System has been identified as the highest risk
14 aquatic pathway between the two basins.

15 Unless there are other vectors, human
16 mediated transport, other terrestrial transport
17 species could use to move between the basins, which
18 is why this concept of aquatic nuisance species
19 control is a shared responsibility.

20 It's very clear that an organization,
21 the federal government could spend a significant
22 amount of time and energy and resources on
23 implementation of a structural control just to have
24 it be undone by careless actions of others or

1 deliberate actions of others.

2 The technologies we will be looking at
3 will primarily focus on those species that can swim
4 and that can float up through the Chicago Area
5 Waterway System up through that control point.

6 We will also try and look at a variety
7 of controls to address hitchhikers, or those species
8 that are adhered to a navigation vessel as it passes
9 up through lock. But we recognize that there will
10 be significant challenges in that.

11 We looked at technologies to address
12 hitchhikers in the original GLMRIS report and were
13 largely unsuccessful in identifying something that
14 would maintain navigation as it currently exists.

15 However, there has been additional
16 research that has been done since then. And so we
17 will take another look at those potential
18 technologies that could be explored.

19 So what are we going to get out of
20 this? Essentially, we are scoping the development
21 of a decision document. Again, this is something
22 that helps support an agency position and will serve
23 as a basis for potential future actions.

24 As I mentioned previously, this is

1 currently only a study authority. We do not have
2 the authority to build anything, to construct
3 anything or to move to a significant design of any
4 type of feature.

5 Instead, we will go through a
6 screening-type level analysis to look at the
7 possible benefits, possible consequences of
8 implementing some type of alternative and make a
9 recommendation. And that recommendation will be
10 forwarded to Congress for their authorization and
11 subsequent finding.

12 Because we are seeking to make a
13 federal agency decision, we will be providing an
14 environmental impact statement which will address
15 those possible regulatory issues and compliance
16 issues and cumulative effects that this agency
17 decision could have on the environment.

18 Recognizing that there is interest in
19 this topic and it may take maybe a couple of years
20 or more to come up with a final report, we will seek
21 to provide interim products as much as we did with
22 GLMRIS as these products become available and ripe
23 for distribution to the public.

24 We will also continue to have

1 dedicated stakeholder outreach as we had in the past
2 with GLMRIS through listening sessions, through
3 invitations to speak and other regular updates on
4 our website, including quarterly newsletters, social
5 media and other updates.

6 So currently, you folks are here
7 helping us scope the cost, the timeline, the overall
8 focus of this study effort.

9 We acknowledge that there will be a
10 number of economic, engineering and environmental
11 analyses that will need to be completed and certain
12 requirements that will be necessary for our agency
13 to comply with the existing policies and statutes.

14 Beyond that, we are seeking your input
15 to help shape the scope of what should be important
16 or what you see is important in the study, similarly
17 as well as what may possibly be eliminated from
18 further analysis.

19 To help gain this input, we are having
20 a public comment period which extends for
21 approximately 60 days and concludes on January 16th
22 of next year.

23 As Kendall mentioned earlier, public
24 comments can be offered through the public meetings,

1 the website, mail or hand delivery to our offices
2 here in Chicago.

3 With that, I encourage you, if you
4 have not had the opportunity to read up a little on
5 GLMRIS or the information provided to you was not
6 sufficient, there is a lot of great information on
7 our website. Glmris.anl.gov is an excellent
8 resource for the GLMRIS report as well as
9 information on Brandon Road and a great way to stay
10 tuned for future activities and future things that
11 will be coming out.

12 Of course, follow us on Facebook,
13 follow us on Twitter and send us an e-mail if you
14 have any questions.

15 With that, I will turn it back to
16 Kendall to open up the public comment period. Thank
17 you.

18 MR. ZABOROWSKI: Thank you, Dave.

19 So now we will move into our oral
20 comment period of our meeting tonight. Typically we
21 have a three-minute time limit to people that are
22 coming up. It's just in case there is a lot of
23 people, we want to give everybody the opportunity to
24 comment. For the public right now, there is a

1 little as far as I think of webinar participation.
2 It would allow us to waive that three-minute limit
3 if people are okay with that. I need a few head
4 nods. All right. We will skip that.

5 So at this point I'm going to ask the
6 people that preregistered to come up to the
7 microphone and give their comments. Then I will
8 open it up to the room if there is anybody that
9 would like to give a comment or ask a clarifying
10 question about the efforts we are trying to
11 undertake.

12 And then after the room, we will see
13 if anybody on the webinar would like to make a
14 comment or ask a clarifying question as well. And
15 we have Tony, our web moderator, who will help us
16 out with that when we get there.

17 So I would like to also mention that
18 we have a stenographer with us tonight. She is
19 recording your comments or questions so that we make
20 sure we accurately record them.

21 When or if you give a comment, we
22 would like to ask that you come to the microphone,
23 speak into the microphone and first give us your
24 name and zip code. And if you wouldn't mind

1 spelling your last name, just in case we want to
2 make sure we get that accurately.

3 If you don't give us your name and zip
4 code, then, unfortunately, we cannot formally
5 include your comment in our public record.

6 So I apologize in advance if I
7 mispronounce anybody's name. It tends to happen
8 from time to time.

9 So without further ado, I would like
10 to ask Ms. Lynn Muench to come up, if she is ready.
11 And then following Ms. Muench, Katrina Phillips.

12 MS. MUENCH: Good afternoon. Lynn Muench,
13 M-U-E-N-C-H, 63104. I work for the American
14 Waterways Operators, which is a national trade
15 association for the tugboat, towboat and barge
16 industry.

17 Thank you very much for allowing me to
18 speak today. Before I get started, I want to point
19 out that my comments will be within three minutes.
20 But I will have further questions if we get to that
21 point.

22 First of all, the navigation industry
23 and its customers are going to be impacted
24 nationwide and not just in this area. And because

1 of that, we would request public hearings in
2 St. Louis, New Orleans and also Houston where a lot
3 of companies that will be impacted are based.

4 Second, we continue to wonder why the
5 Corps isn't more focused on the quickest potential
6 two-way between the two basins, the most
7 cost-effective options, which are mostly seen in
8 alternative two of GLMRIS, instead of the structural
9 methods that seem like they will take a long time
10 and cost a lot of money to move forward.

11 Any structure that negatively impacts
12 commerce and economy during construction or
13 maintenance is not acceptable to the towing
14 industry. And that statement is also made very
15 clear in the CAWS advisory group to the Congress.

16 Specifically, one of the options
17 appears to be electronic barriers. Due to safety
18 reasons, including the requirements we have under
19 the Coast Guard Regulation Navigation Area, RNA,
20 it's unacceptable to the towing industry.

21 With a similar RNA, it is either
22 impossible for deckhands to handle 1,200-foot tows
23 as they go through the locks, absolutely rendering
24 the lock much more inefficient, much more costly to

1 the industry; or all tows would have to be limited
2 to 600-foot locks, which would also make it very
3 inefficient.

4 And just from a human perspective, the
5 Coast Guard will not rescue anyone right now over
6 the electronic barriers in the Sanitary and Ship
7 Canal because it's too unsafe and too high a cost.
8 Perhaps 50 percent of the people that fall in there
9 will die. We find that too dangerous and really a
10 cost too high for us to pay.

11 Since there was no recommendation
12 under the GLMRIS and no record of decision chief
13 report and no Congressional direction except to
14 finish the study within 18 months of the Corps, we
15 believe that this study has finished and we don't
16 believe that it should be extended any further until
17 there is further Congressional action.

18 The 18 months is more than up. We
19 also need a full impact of the understanding of
20 impacts to navigation as customers and the U.S.
21 economy, including the impacts to the potential
22 future growth. Obviously, in Illinois it's a big
23 deal for exports on agriculture projects, or
24 exports.

1 And recently the state folks from
2 Michigan have petitioned the Coast Guard to come up
3 with a Great Lakes route to allow river barges to
4 move from Michigan to New Orleans for agricultural
5 exports. So, obviously, this is not just important
6 to exports from Illinois.

7 This project really does not address
8 the basic direction of GLMRIS -- and, Dave, I know
9 you hit on this from Congress -- and that's to look
10 for and recommend a two-way transfer of invasive
11 species to stop that transfer between the two
12 basins.

13 I just wonder if this is really the
14 most effective use of taxpayer money and don't
15 believe it is.

16 My last point is that, you know, there
17 is 50 million maintenance needed on the Brandon
18 lock. And why would we put this project a priority
19 over deferred maintenance that Rock Island District
20 by themselves said is needed to maintain this
21 world-class infrastructure.

22 I would be happy to answer any
23 questions. Obviously, I will be putting a statement
24 into the record. And I have a list of other

1 questions if other folks -- once other folks have an
2 opportunity to speak.

3 MR. WETHINGTON: Thank you, Lynn.

4 MR. ZABOROWSKI: Thank you.

5 So next, Katrina Phillips, if you are
6 ready to come to the microphone, please. Give name
7 and zip code, please.

8 MS. PHILLIPS: Katrina Phillips,
9 P-H-I-L-L-I-P-S, and the zip code 60613. I'm the
10 clean water organizer for the Sierra Club and the
11 Illinois chapter of the Sierra Club. And our
12 organization has many members that depend on the
13 Great Lakes and their tributaries for recreation and
14 commerce.

15 And so we really appreciate the work
16 that the Army Corps has been doing to help reduce
17 the risk of invasion of Asian carp and other aquatic
18 invasive species on these waters because that
19 invasion will have really a devastating effect on
20 the waters, on the economy, and on people's
21 enjoyment of the waters.

22 We believe that the Great Lakes and
23 the Mississippi River need quick action to reduce
24 the risk of invasive species moving between these

1 waters, although such short-term steps are no
2 substitute for a permanent and long-term solution to
3 the problem.

4 To provide additional protection in
5 the short term, we recognize that the Brandon Road
6 lock and dam may be a useful location for risk
7 reduction measures and testing of other potential
8 aquatic invasive species controls.

9 Regarding the Corps' work at the
10 Brandon Road site, we support design of a new
11 engineered channel to be constructed in the approach
12 to the Brandon Road lock, evaluation, engineering
13 and design of control technologies to deploy the
14 approach channel and the Brandon Road lock
15 structure, as long as these technologies take into
16 the account the important ecological value of this
17 segment of the Des Plaines River.

18 And, finally, we support research to
19 further evaluate reconfiguring locks as a means to
20 control aquatic invasive species.

21 In addition, we believe that the Corps
22 should focus on projects that will become part of a
23 comprehensive permanent solution that stops all
24 invaders from moving between the Great Lakes and the

1 Mississippi River.

2 We really appreciate the Corps
3 allowing us to give our input on this matter and the
4 interests of others in the project.

5 Also, the Sierra Club is a member of
6 the CAWS advisory committee which wrote a letter to
7 Congress requesting work at the Brandon Road site.
8 And I have copies of the letter if anybody is
9 interested in having those. Thank you.

10 MR. WETHINGTON: Thank you.

11 MR. ZABOROWSKI: Thank you, ma'am. If you
12 wouldn't mind leaving a copy of the letter at the
13 front desk on the way out, that would be great.

14 That does it for the people I had
15 preregistered here.

16 Is there anybody in the room that did
17 not indicate at our front desk that they would like
18 to make an oral comment that would now like to come
19 up and make a statement to the panel or ask a
20 clarifying question? Okay.

21 Rich, do we have anybody on the
22 webinar that looks like they have indicated?

23 MR. TOLLEFSON: Not as of yet.

24 MR. ZABOROWSKI: Okay. So for those of you

1 that are on the webinar, if you are interested in
2 making a comment at this time, I believe you can
3 dial star 1 or there is a button called "raise
4 hand".

5 Tony, could you please add anything
6 further for those on the webinar on instructions how
7 to make a comment?

8 MR. URICK: Yes, certainly. So that is
9 correct, if you have a question and would like to
10 ask it over the phone lines now, you can do so by
11 dialing star 1 or by selecting the "raise hand" icon
12 at the top of your screen and that will place you
13 into the question cue. You then hear a notification
14 when your line is unmuted and please state your name
15 and your question or comment.

16 MR. ZABOROWSKI: If you are on the web and
17 you would like to make a comment, please follow
18 those instructions at this point.

19 MR. URICK: And guys, it does look like we
20 have folks that are on the web and would like to
21 make a comment. I will have to take back presenting
22 rights to open up these lines.

23 MR. ZABOROWSKI: Okay. Go for it, please.

24 MR. URICK: Going to the line of Paul

Rohde

30

1 Rodeau.

2 MR. ZABOROWSKI: Paul, if you could please
3 give your name, spell your last name, and then your
4 zip code, please, and begin your comment.

Rohde

5 MR. RODEAU: Yeah, can you hear me?

6 MR. ZABOROWSKI: Yes, sir.

Rohde

Rohde

7 MR. RODEAU: Paul Rodeau, zip code 63144.

8 My question is simply could you explain again where
9 exactly is the authority for proceeding with this?
10 And proceeding there as the authority, what exactly
11 is the Corps authorized to act on? Thank you.

12 MR. ZABOROWSKI: Thank you, sir.

13 MR. WETHINGTON: Paul, this is Dave
14 Wethington, the project manager. Thank you for your
15 question.

16 With regard to the authority, it's the
17 existing GLMRIS authority as the Water Resource
18 Development Act of 2007, Section 3061(d) authorizes
19 the GLMRIS study itself. That study authority
20 allows us to examine the range of options technology
21 that are available to control the transfer of
22 aquatic nuisance species between the Great Lakes and
23 Mississippi River basins.

24 As you are aware or likely aware, this

1 authority was helped or was a result in the GLMRIS
2 report. And as next step under GLMRIS, we are
3 looking at potentially implementing or looking at
4 the evaluation of technologies at specifically the
5 Brandon Road site.

6 The information that that we gained
7 from doing this investigation, this analysis would
8 also help further inform further two-way risk
9 reduction solutions.

10 MR. ZABOROWSKI: Thank you, Dave.

11 Tony, can we please get the next
12 comment or question, please?

13 MR. URICK: We are going to the line of
14 Spencer Murphy.

15 MR. MURPHY: Good afternoon, Spencer Murphy,
16 70118.

17 Spencer Murphy with Canal Barge
18 Company in New Orleans. I just have two comments
19 and a clarifying question.

20 One, as a comment, I would like to
21 echo the request made by Lynn Muench to have
22 additional public hearings throughout the inland
23 waterways systems, St. Louis, New Orleans and
24 Houston in particular.

1 Because as you know, according to the
2 Corps' data, most of the traffic that moves into the
3 Chicago Area Waterway System actually originates in
4 the Gulf Coast. That's the largest point for cargo
5 moving into Chicago.

6 And I think it's a mistake to look at
7 actions at this one particular lock in isolation or
8 as a regional issue. This is a lock that's part of
9 a national system and needs to be treated as part of
10 the national system. And the national carriers that
11 operate on that system rely upon each and every lock
12 that's in that system.

13 Secondly, with regard to this lock in
14 particular, again, I don't need to tell you and the
15 Corps, that this lock is over 80 years old and has
16 -- is long past its design life and has at least
17 \$350 million of critical work that needs to be done
18 as identified by the Corps and is going to have to
19 to be replaced or recapitalized at some point here
20 in the next few decades.

21 Given the timeline of action that we
22 see in the GLMRIS report of years and possibly
23 decades for some these projects to come online, I
24 want to make sure that if there is any work being

1 done at the Brandon Road lock, that it is done in
2 conjunction with some of that activity or at least
3 recognizing that there is going to be major activity
4 done or needs to be done at this lock from a pure
5 navigation standpoint.

6 And so as part of that, my question
7 is: The funding for any work here, how is that
8 going to be -- where is that funding going to come
9 from? Is this considered to be a project that would
10 access funds from the Inland Waterway Trust Fund?
11 And if so, where is the benefits to navigation if
12 that is the case? Thank you.

13 MR. WETHINGTON: Spencer, thank you for your
14 question. Again, Dave Wethington, any funding for
15 this would be a new construction authority given by
16 Congress that would be required.

17 The focus of the efforts at the
18 Brandon Road site are strictly or primarily
19 environmental such that it's unlikely that they
20 would be cost shared through the Inland Waterway
21 Trust Fund. However, I don't want to say that it's
22 completely not a possibility.

23 However as a major focus or the
24 primary focus of these projects are for

1 environmental purposes, granted they are at a
2 navigation site, that new authority would need to be
3 authorized by Congress and that it is likely to be
4 some sort of nonfederal cost-sharing sponsor as part
5 of a future project.

6 MR. ZABOROWSKI: Thank you, Dave. Thank
7 you, Mr. Spencer Murphy.

8 Tony, if we have anyone else, could
9 you please --

10 MR. URICK: We have one more caller in the
11 cue. Tammy Newcomb.

12 MR. ZABOROWSKI: Tammy, could you give us
13 your name and zip code, please?

14 MS. NEWCOMB: Can you hear me now?

15 MR. ZABOROWSKI: Yes, ma'am.

16 MS. NEWCOMB: Hello, Tammy Newcomb for
17 48909
88909.

18 My question is regarding the project
19 design considerations. We've heard concerns
20 regarding the current configuration of the
21 electrical anodes and the potential human hazards.

22 Will there be the ability to explore
23 alternative electrical designs in the Brandon Road
24 setup so it may not look exactly like what's

1 upstream?

2 And then my second question is also,
3 given the imposing threat to the Great Lakes, will
4 this also include an analysis of closure or will
5 this study scope just be about allowing barges built
6 through with any design?

7 MR. WETHINGTON: Tammy, Dave Wethington,
8 thank you for your questions. With regard to the
9 scope, we are still looking at a range of possible
10 designs, range of possible alternatives and
11 technologies that could be implemented. So there is
12 not one set -- as you mentioned, one set array for
13 anodes, cathodes, et cetera, that we would consider
14 as an electronic barrier.

15 We would look to see what makes the
16 most sense for implementation at this particular
17 site. We also look at other technologies that deter
18 swimmers, floaters and possible hitchhikers.

19 With regard to a complete closure at
20 the particular site, that may be one of the
21 alternatives that are considered.

22 However, if you go back to my earlier
23 discussion, we have two primary goals in this
24 analysis that we are achieving at the Brandon Road

1 site. The first is to reduce the risk to the
2 maximum extent feasible, which, certainly, would be
3 accomplished through the closure of that physical
4 structure. However, we are also looking to minimize
5 impacts, adverse impacts to existing uses and users
6 of the system. And so that would be part of the
7 analysis as well.

8 We have to look at what is the
9 ultimate benefit to the taxpayers and benefit to the
10 nation in making a final recommendation.

11 MS. NEWCOMB: Thank you.

12 MR. ZABOROWSKI: Thank you, Tammy.

13 Tony, do we have anyone else?

14 MR. URICK: Guys, at this time we have no
15 further callers in the cue.

16 MR. ZABOROWSKI: Thank you, Tony. I guess I
17 will come back to those of us in the room.

18 We have heard a few additional
19 comments. Is there anybody at this point in time
20 that would like to come up and make a comment or ask
21 a clarifying question?

22 Ms. Muench is coming back. If you
23 give your name and zip code again when you begin.

24 MS. MUENCH: Lynn Muench, 63109. Dave, if

1 you are the right person to answer this, can you
2 give us an understanding of, one, how you will pick
3 out these technologies; and, two, how you will do
4 the economic analysis, not just on what's happening
5 now but on the future potential for that area?

6 MR. WETHINGTON: Lynn, that's a complex
7 question. Obviously, I'm sure you realize in taking
8 the appropriate technology and doing the appropriate
9 environmental, economic and sociopolitical analyses,
10 currently right now we are scoping this effort. So
11 we are taking public's input and really going
12 through a lot of the sharpening our pencils on the
13 team's end in identifying the best ways to implement
14 and to perform this analysis.

15 With regard to technologies, we would
16 like to look for what are the most effective and
17 efficient and constructible demonstrated
18 technologies that may be available toward
19 controlling those species of concern, swimmers,
20 floaters, hitchhikers.

21 Again, we are looking to balance that
22 with ensuring that we are able to mitigate or
23 minimize adverse impacts to existing uses and users
24 of the system.

1 MS. MUENCH: And how are you going to really
2 look at potential impacts for the future?

3 MR. WETHINGTON: Right now, again, we are
4 still really scoping a lot of this future analysis.
5 We imagined that we will be seeking to make an
6 agency decision based on information with regard to
7 costs and possible consequences of no action.

8 So we will look to identify what those
9 consequences may be in order to do that calculus as
10 to what is of benefit to the nation, what type of
11 implementation of a technology or a risk reduction
12 methodology would be effective, constructible,
13 efficient and appropriate as well as in the
14 interests of the U.S. taxpayer.

15 MS. MUENCH: How long do you think the study
16 will take and approximately how much money will it
17 cost?

18 MR. WETHINGTON: Again, we are still scoping
19 the total level of effort of this. I imagine it may
20 take a couple years. And at this point in time we
21 don't have a total cost that's been identified.

22 MS. MUENCH: And who would you see
23 potentially being a federal co-sponsor for this type
24 of project?

1 MR. WETHINGTON: Again, there is a lot of
2 potential folks out there who may be interested a
3 viable nonfederal sponsor. And that's part of the
4 analysis that we will be completing as part of this
5 investigation, is seeking out those appropriate
6 agencies, nonprofits, et cetera, who may be a viable
7 nonfederal sponsor.

8 MS. MUENCH: So the sponsor would also be
9 paying for construction but also for maintenance of
10 that structure?

11 MR. WETHINGTON: Under existing authorities,
12 the environmental, for example, use and restoration
13 has a cost share for construction as well as a cost
14 share or responsibility for long-term operation and
15 maintenance. That's different on the navigation
16 side.

17 And pending the final authorization,
18 the authority that Congress gives us, that's how we
19 would determine that final cost share.

20 MS. MUENCH: What does long-term mean? 30
21 years? A hundred years?

22 MR. WETHINGTON: Through the life of the
23 project.

24 MS. MUENCH: Okay. Thank you very much.

1 MR. WETHINGTON: Certainly.

2 MR. ZABOROWSKI: Thank you again, ma'am.

3 So anyone else that would like to come
4 up and ask a clarifying question or make a comment?

5 Okay. I think at this point in time
6 we will close the meeting out.

7 So I would like to thank everybody for
8 attending tonight's meeting.

9 Panel, do you guys have any closing
10 comments?

11 MR. DEDA: I just wanted to thank everybody
12 in taking the time to come out today and talk with
13 us. I appreciate your time and effort to be here
14 and participate. So thank you very much.

15 MR. ZABOROWSKI: Thank you.

16 So we have heard from five of you in
17 the room and on the phone here tonight. I would
18 like to remind everybody that our public comment
19 period is going to be open until January 16th of
20 2015.

21 You can still submit comments to us
22 through our website or through the instructions on
23 the comment form those of you in the room here
24 received today.

1 STATE OF ILLINOIS)
) SS:
2 COUNTY OF LAKE)

3 I, Cheryl L. Sandeck, a Notary Public
4 within and for the County of Lake and State of
5 Illinois, and a Certified Shorthand Reporter of the
6 State of Illinois, do hereby certify that I reported
7 in shorthand the proceedings had at the taking of
8 said meeting and that the foregoing is a true,
9 complete, and correct transcript of my shorthand
10 notes so taken as aforesaid, and contains all the
11 proceedings given at said meeting.

12 

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14 _____
Notary Public, Lake County, Illinois
C.S.R. License No. 084-03710

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<p>17:4 22:24 23:19 32:3 37:5</p> <p>Army 2:10 3:21 4:24 26:16</p> <p>array 35:12</p> <p>arrived 2:21</p> <p>artificial 13:20</p> <p>Asian 7:19 26:17</p> <p>assess 13:4</p> <p>association 22:15</p> <p>assure 7:10</p> <p>attach 11:24</p> <p>attending 40:8</p> <p>authorities 39:11</p> <p>authority 12:13,14 18:1,2 30:9,10,16,17,19 31:1 33:15 34:2 39:18 41:5</p> <p>authorization 12:11 18:10 39:17</p> <p>authorized 30:11 34:3</p> <p>authorizes 30:18</p> <p>available 2:22 18:22 30:21 37:18</p> <p>avoids 13:14</p> <p>aware 30:24</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>bad 16:9</p> <p>balance 37:21</p> <p>barge 22:15 31:17</p> <p>barges 25:3 35:5</p> <p>barrier 35:14</p> <p>barriers 7:8 9:7 23:17 24:6</p> <p>barrier's 7:10</p> <p>based 6:20 23:3</p>	<p>38:6</p> <p>basic 25:8</p> <p>basin 10:22 11:7,24 13:13 14:21 16:4,7,9,11</p> <p>basins 9:16,19 10:11 15:15,19 16:14,17 23:6 25:12 30:23</p> <p>basis 8:24 9:14 10:17 17:23</p> <p>battle 8:24</p> <p>become 18:22 27:22</p> <p>begin 5:17 30:4 36:23</p> <p>beginning 2:13</p> <p>behind 2:19</p> <p>believe 5:20 24:15,16 25:15 26:22 27:21 29:2</p> <p>benefit 12:5 36:9 38:10</p> <p>benefits 13:4 18:7 33:11</p> <p>best 5:14 37:13</p> <p>Beyond 19:14</p> <p>bigger 3:10</p> <p>Bi-National 7:19</p> <p>biologic 9:24</p> <p>bit 8:9</p> <p>booklet 3:11</p> <p>bottom 15:24</p> <p>Brandon 2:7 6:11,16 7:2 8:11 10:15 11:3,4,16 13:9,21,24 14:4,8,12 15:12 20:9 25:17 27:5,10,12,14 28:7 31:5</p>	<p>33:1,18 34:23 35:24 41:13</p> <p>brief 10:19</p> <p>brings 8:20</p> <p>brought 10:12</p> <p>build 6:17 18:2</p> <p>built 35:5</p> <p>button 29:3</p> <p>bypass 13:20</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>C.S.R 42:14</p> <p>calculus 38:9</p> <p>caller 34:10</p> <p>callers 36:15</p> <p>Canal 7:9 13:23 24:7 31:17</p> <p>careless 16:24</p> <p>cargo 32:4</p> <p>carp 7:20 10:2 26:17</p> <p>carriers 32:10</p> <p>case 2:18 20:22 22:1 33:12</p> <p>cathodes 35:13</p> <p>CAWS 23:15 28:6</p> <p>certain 19:11</p> <p>certainly 29:8 36:2 40:1</p> <p>Certified 42:5</p> <p>certify 42:6</p> <p>cetera 35:13 39:6</p> <p>challenges 17:10</p> <p>chamber 15:7</p> <p>channel 15:3,7 27:11,14</p> <p>chapter 26:11</p> <p>check 4:4,8</p> <p>Cheryl 42:3</p>	<p>Chicago 1:8 2:10 3:21 7:9,13 12:22 13:15,19,23 14:20,21 16:12 17:4 20:2 32:3,5</p> <p>chief 12:9 24:12</p> <p>chosen 11:2</p> <p>Christopher 6:4</p> <p>clarifying 21:9,14 28:20 31:19 36:21 40:4</p> <p>clean 26:10</p> <p>clear 16:20 23:15</p> <p>close 40:6</p> <p>closing 40:9</p> <p>closure 35:4,19 36:3</p> <p>Club 26:10,11 28:5</p> <p>Coast 23:19 24:5 25:2 32:4</p> <p>code 21:24 22:4 26:7,9 30:4,7 34:13 36:23</p> <p>collecting 5:1</p> <p>Colonel 6:3,4</p> <p>combinations 11:22</p> <p>coming 2:3 8:4 14:17 15:2 20:11,22 36:22</p> <p>commander 6:4</p> <p>comment 2:23,24 4:8,11,15 5:7,9,19 19:20 20:16,20,24 21:9,14,21 22:5 28:18 29:2,7,15,17,21 30:4 31:12,20 36:20 40:4,18,23</p> <p>comments 5:1,2,5</p>
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<p>6:11 19:24 21:7,19 22:19 31:18 36:19 40:10,21</p> <p>commerce 23:12 26:14</p> <p>committee 7:20 28:6</p> <p>companies 23:3</p> <p>Company 31:18</p> <p>compiled 5:2</p> <p>complete 35:19 42:9</p> <p>completed 19:11</p> <p>completely 33:22</p> <p>completing 39:4</p> <p>complex 37:6</p> <p>complexity 6:13</p> <p>compliance 18:15</p> <p>comply 19:13</p> <p>comprehensive 7:18 27:23</p> <p>concept 16:18</p> <p>concern 37:19</p> <p>concerns 4:20 5:11 34:19</p> <p>conclude 41:17</p> <p>concluded 6:22 41:19</p> <p>concludes 19:21 41:12</p> <p>conference 41:17</p> <p>configuration 34:20</p> <p>confluence 13:22</p> <p>Congress 12:10,16 18:10 23:15 25:9 28:7 33:16 34:3 39:18</p> <p>Congressional 24:13,17</p>	<p>conjunction 33:2</p> <p>consequences 18:7 38:7,9</p> <p>consider 15:22 35:13</p> <p>considerations 34:19</p> <p>considered 33:9 35:21</p> <p>considering 12:3</p> <p>construct 18:2</p> <p>constructed 27:11</p> <p>constructible 37:17 38:12</p> <p>construction 12:14,15 23:12 33:15 39:9,13</p> <p>contains 42:10</p> <p>continue 7:17 18:24 23:4</p> <p>continued 10:3</p> <p>continuing 6:9</p> <p>control 7:1,16 8:17 9:8 10:5,9,20,21 11:6,16 13:11,24 14:4,8,12 15:9,12 16:5,19,23 17:5 27:13,20 30:21</p> <p>controlling 13:11 37:19</p> <p>controls 9:2,6,12 10:1 11:12,22 15:6 17:7 27:8</p> <p>Coordinating 7:20</p> <p>copies 28:8</p> <p>copy 28:12 41:8</p> <p>Corps 2:10 3:8,21 4:12,19,24 6:22 8:7,21 9:3 10:15 12:7 23:5 24:14 26:16 27:9,21 28:2 30:11</p>	<p>32:2,15,18</p> <p>correct 29:9 42:9</p> <p>co-sponsor 38:23</p> <p>cost 19:7 23:10 24:7,10 33:20 38:17,21 39:13,19</p> <p>cost-effective 23:7</p> <p>costly 23:24</p> <p>costs 13:5 38:7</p> <p>cost-sharing 34:4</p> <p>County 42:2,4,14</p> <p>couple 3:4 13:10 18:19 38:20</p> <p>course 20:12</p> <p>creating 13:20</p> <p>critical 32:17</p> <p>cue 29:13 34:11 36:15</p> <p>cumulative 18:16</p> <p>current 34:20</p> <p>currently 12:13 13:2 17:14 18:1 19:6 37:10</p> <p>customers 22:23 24:20</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>daily 8:24</p> <p>dam 7:2 14:15,16,18,23 27:6</p> <p>dangerous 24:9</p> <p>data 32:2</p> <p>Dave 1:20 3:23 7:2 8:2,5 20:18 25:8 30:13 31:10 33:14 34:6 35:7 36:24 41:3</p> <p>day 9:14</p> <p>days 19:21</p>	<p>deal 24:23</p> <p>decades 32:20,23</p> <p>DECEMBER 1:6</p> <p>decision 12:6 17:21 18:13,17 24:12 38:6</p> <p>deckhands 23:22</p> <p>Deda 1:19 3:19 5:23,24 6:1 40:11</p> <p>dedicated 19:1</p> <p>deferred 25:19</p> <p>deliberate 17:1</p> <p>delivery 20:1</p> <p>demonstrated 37:17</p> <p>depend 26:12</p> <p>depiction 11:2 15:17</p> <p>deploy 27:13</p> <p>deputy 3:19 6:1</p> <p>Des 13:18,22 27:17</p> <p>design 18:3 27:10,13 32:16 34:19 35:6</p> <p>designs 34:23 35:10</p> <p>desk 4:4,9 28:13,17 41:10</p> <p>details 8:12</p> <p>deter 35:17</p> <p>determine 39:19</p> <p>determining 12:4</p> <p>devastating 26:19</p> <p>develop 13:4 14:7</p> <p>developed 10:6</p> <p>developing 8:14 13:3</p> <p>development 17:20 30:18</p>
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<p>dial 29:3 dialing 29:11 die 24:9 difference 14:16 different 10:7 39:15 direction 12:19 15:10 16:5 24:13 25:8 directly 13:7 disconnect 41:18 discussion 35:23 distribution 18:23 district 2:11 3:19,21 6:1,4 25:19 divide 16:8 document 12:6 17:21 done 17:16 32:17 33:1,4 downstream 13:22 Drew 6:3,4 Due 23:17 during 2:24 5:6,11 13:16 15:3 23:12</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>earlier 5:16 19:23 35:22 echo 31:21 ecological 27:16 economic 19:10 37:4,9 economy 23:12 24:21 26:20 effect 26:19 effective 14:13 25:14 37:16 38:12 effectiveness 7:10</p>	<p>effects 18:16 efficacy 7:11 efficient 37:17 38:13 effort 3:6 4:14 6:17 19:8 37:10 38:19 40:13 efforts 3:7,13 4:16 6:10 8:20,22 15:4 21:10 33:17 41:4 eight 10:7 either 23:21 electric 7:8 9:7 electrical 34:21,23 electricity 9:9 electronic 23:17 24:6 35:14 element 14:4 elevators 2:16 eliminated 19:17 else 34:8 36:13 40:3 e-mail 20:13 emergency 2:18,20 encourage 20:3 energy 16:22 engineer 3:19 6:2 engineered 27:11 engineering 9:4 19:10 27:12 engineers 2:10 3:8,22 4:12,19,24 8:7,21 9:4 12:7,9 enjoyment 26:21 ensuring 9:16 37:22 environment 18:17 environmental 2:7</p>	<p>18:14 19:10 33:19 34:1 37:9 39:12 Essentially 17:20 establishing 10:20 establishment 16:3 et 35:13 39:6 evaluate 27:19 evaluating 8:22 evaluation 6:12,24 7:4 10:16 27:12 31:4 evaluations 6:20 evening's 2:11 event 6:8 events 13:17 eventually 12:9 everybody 20:23 40:7,11,18 everyone 41:16 evolve 7:5 exactly 30:9,10 34:24 examine 30:20 example 9:8,24 39:12 excellent 11:2 14:11 15:9 20:7 except 24:13 existing 12:21 19:13 30:17 36:5 37:23 39:11 exists 17:14 exits 2:20 expect 7:4 explain 7:4 30:8 explaining 7:3 explore 34:22 explored 17:18</p>	<p>exports 24:23,24 25:5,6 extended 24:16 extends 19:20 extensive 7:12 extent 12:20 36:2 extras 41:10</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>Facebook 20:12 41:1 fairly 12:17 fall 24:8 feasibility 8:14 12:3 feasible 12:20 36:2 feature 18:4 features 10:14 federal 3:9 7:17 9:4 12:4 16:21 18:13 38:23 feel 5:12 figure 14:15 16:1 fill 3:2 final 18:20 36:10 39:17,19 finally 27:18 finding 18:11 finish 24:14 finished 24:15 first 2:22 12:18 21:23 22:22 36:1 fishing 10:2 five 40:16 float 17:4 floaters 11:23 35:18 37:20 focus 17:3 19:8 27:22 33:17,23,24</p>
---	--	---	---

<p>focused 23:5 focusing 13:2 15:4 folks 19:6 25:1 26:1 29:20 39:2 foregoing 42:8 form 2:23 5:9 12:6 40:23 formal 6:23 formally 5:5 22:4 forward 7:23 8:10 23:10 forwarded 18:10 foundation 6:17 four-part 7:7 free 5:12 frequently 3:5 front 4:4,9 5:13 11:1 28:13,17 41:10 full 24:19 Fund 33:10,21 funding 33:7,8,14 funds 33:10 future 12:24 13:7 17:23 20:10 24:22 34:5 37:5 38:2,4</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>gain 19:19 gained 31:6 gathering 4:20 gentlemen 2:2 geographic 13:14 given 5:6 32:21 33:15 35:3 42:11 gives 14:11 39:18 glad 4:17 6:7 GLMRIS 2:6 3:11,24 5:3</p>	<p>6:16,18,21,23 7:6 10:6,17 11:17 14:1,3 17:12 18:22 19:2 20:5,8 23:8 24:12 25:8 30:17,19 31:1,2 32:22 glmr.is.anl.gov 5:4 20:7 GLMRIS- BRANDON 1:5 goals 12:17 35:23 government 9:23 16:21 grab 41:9 granted 34:1 great 2:5 6:9 8:6 10:10,23 11:7 13:13 15:18,21 16:8 20:6,9 25:3 26:13,22 27:24 28:13 30:22 35:3 group 23:15 growth 24:22 Guard 23:19 24:5 25:2 guess 36:16 Gulf 32:4 guys 29:19 36:14 40:9</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>hand 11:9 20:1 29:4,11 handle 23:22 handout 3:4 happen 22:7 happy 25:22 haven't 4:3 having 19:19 28:9 hazards 34:21</p>	<p>head 21:3 hear 2:6 4:9 5:19 6:11 29:13 30:5 34:14 heard 34:19 36:18 40:16 hearing 7:23 hearings 23:1 31:22 heavily 14:1 Hello 34:16 help 19:15,19 21:15 26:16 31:8 helped 31:1 helping 19:7 helps 17:22 hereby 42:6 hiccups 13:15 high 16:2 24:7,10 highest 16:13 Highlighted 14:14 hit 13:9 25:9 hitchhikers 11:23 17:7,12 35:18 37:20 hosting 4:12 Houston 23:2 31:24 human 16:15 24:4 34:21 hundred 39:21</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>icon 29:11 ideal 15:12 identified 13:15 14:1,3 16:13 32:18 38:21 identify 38:8 identifying 17:13</p>	<p>37:13 Illinois 1:8 7:13 24:22 25:6 26:11 42:1,5,6,14 I'm 2:9 6:1,7 7:21 8:1 14:20 21:5 26:9 37:7 imagine 38:19 imagined 38:5 immediately 3:18 13:21 impact 18:14 24:19 impacted 22:23 23:3 impacts 12:21 23:11 24:20,21 36:5 37:23 38:2 implement 10:16 11:11 37:13 implementation 9:5 11:20 16:23 35:16 38:11 implemented 9:3,21 10:9 11:15 15:6 35:11 implementing 13:7 18:8 31:3 important 12:2,12,23 19:15,16 25:5 27:16 imposing 35:3 impossible 14:23 23:22 include 6:23 11:19 22:5 35:4 included 5:5 10:7 14:3 includes 9:24 including 19:4 23:18 24:21</p>
--	---	--	---

indicate 28:17	involved 9:11,13	33:2	<hr/> <hr/> M <hr/> <hr/>
indicated 28:22	Island 25:19	leave 3:2	ma'am 28:11
industry 22:16,22 23:14,20 24:1	isn't 23:5	leaving 28:12	34:15 40:2
inefficient 23:24 24:3	isolation 32:7	length 16:10	mail 5:8 20:1
inform 12:24 14:9 31:8	issue 32:8	letter 28:6,8,12	mailing 41:7
information 20:5,6,9 31:6 38:6 41:4	issues 4:20 18:15,16	level 18:6 38:19	maintain 17:14 25:20
informing 3:13	it's 7:22 8:8 12:12 16:20 20:22 23:20 24:7,22 30:16 32:6 33:19,21	License 42:14	maintenance 9:10 23:13 25:17,19 39:9,15
infrastructure 25:21	<hr/> <hr/> J <hr/> <hr/>	life 32:16 39:22	major 33:3,23
inland 31:22 33:10,20	January 3:12 5:1 6:18 19:21 40:19	likely 30:24 34:3	management 3:20 6:3 10:1
input 4:20 6:14,15,22 7:23 19:14,19 28:3 37:11	join 6:8	limit 20:21 21:2	manager 3:24 8:2,6 30:14
instead 18:5 23:8	<hr/> <hr/> K <hr/> <hr/>	limited 24:1	map 10:24 14:10 15:16
instructions 2:23 29:6,18 40:22	Katrina 22:11 26:5,8	line 29:14,24 31:13	marked 15:2
Interbasin 2:5 6:10 8:7	Kendall 1:21 2:9 5:24 19:23 20:16	lines 29:10,22	materials 2:22 41:9
interest 12:4 18:18	keying 8:15	linkage 10:13	matter 28:3
interested 28:9 29:1 39:2	<hr/> <hr/> L <hr/> <hr/>	list 10:6 25:24 41:7	maximum 12:20 36:2
interests 28:4 38:14	ladies 2:2	listening 19:2	may 11:18 18:19 19:17 27:6 34:24 35:20 37:18 38:9,19 39:2,6 41:17
interim 6:17 18:21	Lake 42:2,4,14	little 8:9 20:4 21:1	maybe 18:19
introduce 3:16	lakes 2:5 6:10 8:6 10:10,23 11:8,11 13:14 15:19,21 16:8 25:3 26:13,22 27:24 30:22 35:3	local 7:17	mean 9:12 39:20
invaders 27:24	largely 17:13	location 27:6	means 27:19
invasion 26:17,19	largest 32:4	lock 7:2 15:3,7 17:9 23:24 25:18 27:6,12,14 32:7,8,11,13,15 33:1,4	measures 9:20 10:8 11:20,21 27:7
invasive 25:10 26:18,24 27:8,20	last 22:1 25:16 30:3	lockage 15:3	media 19:5
investigation 15:22 31:7 39:5	lastly 3:10	locks 23:23 24:2 27:19	mediated 16:16
investigations 10:18 15:5,13	later 4:8	long 23:9 27:15 32:16 38:15	medium 16:2
invitations 19:3	laws 10:4	long-term 27:2 39:14,20	meeting 1:5 2:8,12,13 4:2,17 5:11,17 20:20 40:6,8
	least 11:12 32:16	lot 20:6,22 23:2,10 37:12 38:4 39:1	
		Louis 23:2 31:23	
		Lynn 22:10,12 26:3 31:21 36:24 37:6	

<p>41:9,13,19 42:8,11</p> <p>meetings 4:13 5:8 19:24</p> <p>member 8:23 28:5</p> <p>member-of-the-public 9:14</p> <p>members 7:19 9:21 26:12</p> <p>mention 21:17</p> <p>mentioned 5:16 14:6 17:24 19:23 35:12 41:3</p> <p>methodologies 13:4,6 14:8</p> <p>methodology 12:8 14:24 38:12</p> <p>methods 23:9</p> <p>Michigan 25:2,4</p> <p>microphone 21:7,22,23 26:6</p> <p>middle 14:14</p> <p>miles 16:10</p> <p>million 25:17 32:17</p> <p>mind 21:24 28:12</p> <p>minimize 12:21 36:4 37:23</p> <p>minutes 22:19</p> <p>mispronounce 22:7</p> <p>Mississippi 2:5 6:10 8:6 10:11,22 11:7 13:13 14:21 15:19 16:9 26:23 28:1 30:23</p> <p>mistake 32:6</p> <p>mitigate 37:22</p> <p>moderating 2:11</p> <p>moderator 21:15</p>	<p>moment 2:14 3:15 4:3,4 8:15</p> <p>money 23:10 25:14 38:16</p> <p>monitoring 7:12 10:3</p> <p>months 24:14,18</p> <p>mostly 23:7</p> <p>move 9:16 11:24 14:22 16:17 18:3 20:19 23:10 25:4</p> <p>movement 11:10</p> <p>moves 32:2</p> <p>moving 11:6 13:12 14:19,20 15:1,9 26:24 27:24 32:5</p> <p>Muench 22:10,11,12 31:21 36:22,24 38:1,15,22 39:8,20,24</p> <p>M-U-E-N-C-H 22:13</p> <p>Murphy 31:14,15,17 34:7</p> <p>myself 8:23</p> <hr/> <p>N</p> <hr/> <p>nation 12:5 36:10 38:10</p> <p>national 2:7 22:14 32:9,10</p> <p>nationwide 22:24</p> <p>navigation 17:8,14 22:22 23:19 24:20 33:5,11 34:2 39:15</p> <p>necessary 19:12</p> <p>negatively 23:11</p> <p>NEPA 1:5 2:24 4:22</p> <p>Newcomb 34:11,14,16</p>	<p>36:11</p> <p>newsletters 19:4</p> <p>next-step 15:13</p> <p>nods 21:4</p> <p>nonfederal 34:4 39:3,7</p> <p>nonprofits 39:6</p> <p>nonstructural 9:2,20 10:8 11:20,21</p> <p>nor 12:14</p> <p>Notary 42:3,14</p> <p>note 12:12 15:20</p> <p>notes 42:10</p> <p>notification 29:13</p> <p>nuisance 3:7 6:24 7:7,15 8:17 9:1 10:5,10,21 11:10 15:14 16:18 30:22 41:6</p> <hr/> <p>O</p> <hr/> <p>obviously 24:22 25:5,23 37:7</p> <p>offered 19:24</p> <p>office 5:8</p> <p>offices 20:1</p> <p>okay 21:3 28:20,24 29:23 39:24 40:5</p> <p>old 32:15</p> <p>one-way 10:20 13:5 16:5</p> <p>online 5:9 32:23</p> <p>open 8:19 20:16 21:8 29:22 40:19</p> <p>operate 7:8 32:11</p> <p>operation 9:10 39:14</p> <p>Operators 22:14</p> <p>opportunities 4:14</p>	<p>opportunity 6:9 20:4,23 26:2</p> <p>opposite 16:3</p> <p>options 11:15 23:7,16 30:20</p> <p>oral 5:7 20:19 28:18</p> <p>order 38:9</p> <p>organisms 11:23 16:4</p> <p>organization 9:5 16:20 26:12</p> <p>organizer 26:10</p> <p>original 17:12</p> <p>originates 32:3</p> <p>Orleans 23:2 25:4 31:18,23</p> <p>others 16:24 17:1 28:4</p> <p>outreach 19:1</p> <p>overall 19:7</p> <p>overflow 13:19</p> <hr/> <p>P</p> <hr/> <p>p.m 5:21</p> <p>panel 3:16 28:19 40:9</p> <p>paper 2:23 3:5</p> <p>participate 7:11 40:14</p> <p>participation 21:1</p> <p>particular 12:10 15:8 16:5 31:24 32:7,14 35:16,20</p> <p>partners 7:18</p> <p>passes 17:8</p> <p>past 19:1 32:16</p> <p>pathway 13:12 16:14</p> <p>Paul 29:24 30:2,7,13</p>
---	---	---	--

<p>pay 24:10 paying 39:9 pencils 37:12 pending 39:17 people 20:21,23 21:3,6 24:8 28:14 people's 26:20 percent 24:8 perform 37:14 Perhaps 24:8 period 5:7,19 19:20 20:16,20 40:19 permanent 27:2,23 person 37:1 perspective 24:4 petitioned 25:2 Phillips 22:11 26:5,8 P-H-I-L-L-I-P-S 26:9 phone 29:10 40:17 physical 36:3 pick 37:2 piece 7:6 pieces 3:4 Plaines 13:18,22 27:17 plan 6:16 planning 3:6,20 5:18 6:2 please 4:4,8 26:6,7 29:5,14,17,23 30:2,4 31:11,12 34:9,13 41:10 pleasure 7:22 8:8 point 10:21 11:4,5,6,16 13:11,24 14:4,13</p>	<p>15:8,9,12,23 16:5 17:5 21:5 22:18,21 25:16 29:18 32:4,19 36:19 38:20 40:5 points 14:15 policies 19:13 Policy 2:8 populations 10:2 position 17:22 possibility 33:22 possible 13:5 18:7,15 35:9,10,18 38:7 possibly 10:9 11:15 19:17 32:22 posted 5:3 potential 6:24 16:3,10 17:17,23 23:5 24:21 27:7 34:21 37:5 38:2 39:2 potentially 31:3 38:23 practical 6:23 precipitation 13:16 preregister 4:7 preregistered 4:2 21:6 28:15 presentation 4:10 5:11,18 presented 6:20 PRESENTERS 1:18 presenting 29:21 prevention 7:7 previous 41:4 previously 8:16 14:6 17:24 primarily 17:3</p>	<p>33:18 primary 33:24 35:23 priority 25:18 problem 27:3 proceeding 30:9,10 proceedings 42:7,11 process 3:1 4:23 5:6 products 18:21,22 programs 3:20 6:2 project 3:20,24 4:3 6:2 8:2,6 25:7,18 28:4 30:14 33:9 34:5,18 38:24 39:23 projects 24:23 27:22 32:23 33:24 promulgation 10:4 protection 27:4 provide 4:14 6:15 18:21 27:4 provided 20:5 provides 10:17 providing 18:13 public 4:13,17,22 5:7,19 8:23 9:21 18:23 19:20,23,24 20:16,24 22:5 23:1 31:22 40:18 41:12,19 42:3,14 public's 37:11 published 3:12 pure 33:4 purposes 34:1 putting 9:9 25:23</p>	<p>quarterly 19:4 question 21:10,14 28:20 29:9,13,15 30:8,15 31:12,19 33:6,14 34:18 35:2 36:21 37:7 40:4 questions 3:5 5:10 20:14 21:19 22:20 25:23 26:1 35:8 quick 26:23 quickest 23:5</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>raise 29:3,11 range 9:2 11:14 30:20 35:9,10 ready 22:10 26:6 realize 37:7 really 10:12 24:9 25:7,13 26:15,19 28:2 37:11 38:1,4 reasons 23:18 recapitalized 32:19 receive 5:2 41:8 received 40:24 recently 25:1 recognize 15:11 16:7 17:9 27:5 recognizing 7:15 18:18 33:3 recommend 25:10 recommendation 12:6 18:9 24:11 36:10 recommends 12:10 reconfiguring 27:19</p>
		<hr/> <p>Q</p> <hr/>	

<p>record 21:20 22:5 24:12 25:24 recording 21:19 recreation 26:13 recreators 9:15 reduce 12:18 26:16,23 36:1 reduction 13:1 14:9 27:7 31:9 38:11 referred 2:6 regard 8:16 9:17 30:16 32:13 35:8,19 37:15 38:6 regarding 6:11 27:9 34:18,20 regional 7:20 32:8 regular 19:3 Regulation 23:19 regulations 10:4 regulatory 18:15 related 4:21 released 6:18 rely 32:11 remind 40:18 rendering 23:23 replaced 32:19 report 3:11,12 6:18,21 10:6,12,17 11:17 14:1 17:12 18:20 20:8 24:13 31:2 32:22 reported 42:6 Reporter 42:5 represent 6:5 representatives 9:22 represents 11:5</p>	<p>request 23:1 31:21 requesting 28:7 required 33:16 requirements 19:12 23:18 requires 6:14 rescue 24:5 research 17:16 27:18 resource 20:8 30:17 resources 16:22 response 6:21 responsibility 7:16 8:18 16:19 39:14 responsible 9:5 restoration 39:12 restroom 2:15 result 31:1 Rich 28:21 right-hand 10:24 14:11 15:17 rights 29:22 ripe 18:22 risk 12:18 13:1 14:9 16:2,13 26:17,24 27:6 31:8 36:1 38:11 river 2:5 6:10 8:7 10:11,22 11:7 13:13,19,23 14:21 15:19 16:9 25:3 26:23 27:17 28:1 30:23 rivers 11:11 RNA 23:19,21 Road 1:5 2:7 6:12,16 7:2 8:11 10:15 11:3,4,16 13:9,21,24 14:4,8,12 15:12 20:9</p>	<p>27:5,10,12,14 28:7 31:5 33:1,18 34:23 35:24 41:13 Rock 25:19 Rodeau 30:1,5,7 Romeoville 9:7 room 21:8,12 28:16 36:17 40:17,23 route 15:1 25:3 Roy 1:19 3:18 5:23 6:1 8:4,16 run 2:19 <hr/>S<hr/>safety 23:17 Sandecki 42:3 Sanitary 7:9 13:23 24:6 scheduled 5:20 scope 4:15 10:19 19:7,15 35:5,9 scoping 1:5 2:8 3:1 4:23 5:6 17:20 37:10 38:4,18 screen 11:1 14:15 15:17 29:12 screening-type 18:6 second 3:4 4:17 23:4 35:2 secondly 12:20 32:13 Section 30:18 seek 18:20 seeking 4:19 12:5 14:7 18:12 19:14 38:5 39:5 seem 23:9 seen 23:7</p>	<p>segment 27:17 selecting 29:11 send 20:13 sense 35:16 seriously 9:17 serve 17:22 serves 11:6 13:10 15:8 sessions 19:2 setup 34:24 shaded 15:20 shape 19:15 share 39:13,14,19 shared 7:16 8:18 16:19 33:20 sharpening 37:12 Ship 7:9 13:23 24:6 short 27:5 shorthand 42:5,7,9 shortly 7:3 short-term 27:1 shows 11:1 Sierra 26:10,11 28:5 sign 41:6 significant 13:16 16:21 17:10 18:3 similar 23:21 similarly 11:16 19:16 simple 12:17 simply 30:8 single 2:23 11:5 13:10 sir 30:6,12 site 8:11 10:15 11:3,4 13:21 14:8 27:10 28:7</p>
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<p>31:5 33:18 34:2 35:17,20 36:1</p> <p>sites 11:13</p> <p>situated 15:6</p> <p>six 14:2</p> <p>skip 21:4</p> <p>snapshot 14:11</p> <p>social 19:4</p> <p>sociopolitical 37:9</p> <p>solution 13:8 27:2,23</p> <p>solutions 31:9</p> <p>sorry 7:21 14:20</p> <p>sort 34:4</p> <p>speak 4:1 5:12 9:11 19:3 21:23 22:18 26:2</p> <p>speakers 5:17 41:16</p> <p>speaking 3:17</p> <p>special 41:15</p> <p>species 3:7 6:24 7:7,16 8:17 9:1,15,19 10:1,5,10,22 11:6,10 12:19 13:11 15:1,9,14,18,21 16:1,11,17,18 17:3,7 25:11 26:18,24 27:8,20 30:22 37:19 41:6</p> <p>specific 8:12 10:16 11:13</p> <p>specifically 14:12 23:16 31:4</p> <p>spell 30:3</p> <p>spelling 22:1</p> <p>Spencer 31:14,15,17 33:13 34:7</p> <p>spend 8:9,15 16:21</p>	<p>sponsor 34:4 39:3,7,8</p> <p>SS 42:1</p> <p>St 23:2 31:23</p> <p>stakeholder 6:21 19:1</p> <p>stakeholders 4:21 6:14</p> <p>standpoint 33:5</p> <p>star 29:3,11</p> <p>started 22:18</p> <p>state 3:9 7:17 25:1 29:14 42:1,4,6</p> <p>statement 18:14 23:14 25:23 28:19</p> <p>statements 8:16</p> <p>statutes 19:13</p> <p>stay 20:9</p> <p>stenographer 21:18</p> <p>step 31:2</p> <p>steps 6:23 8:10 27:1</p> <p>stop 25:11 41:10</p> <p>stops 27:23</p> <p>strategy 7:8,18</p> <p>strictly 33:18</p> <p>structural 9:2,6,8,12 10:8 14:2 16:23 23:8</p> <p>structure 9:10 23:11 27:15 36:4 39:10</p> <p>structured 12:8</p> <p>studies 7:11</p> <p>studying 8:13,21</p> <p>submit 2:24 40:21</p> <p>submitted 5:8,9</p> <p>subsequent 18:11</p>	<p>substitute 27:2</p> <p>success 10:13</p> <p>sufficient 20:6</p> <p>summary 3:11</p> <p>support 17:22 27:10,18</p> <p>sure 9:18 21:20 22:2 32:24 37:7</p> <p>swim 17:3</p> <p>swimmers 11:22 35:18 37:19</p> <p>system 7:14 12:22 13:16,20 14:22 16:13 17:5 32:3,9,10,11,12 36:6 37:24</p> <p>systems 31:23</p> <hr/> <p style="text-align: center;">T</p> <hr/> <p>table 2:16 5:13</p> <p>tail 14:17</p> <p>taking 8:11 37:7,11 40:12 42:7</p> <p>talk 40:12</p> <p>talking 8:9</p> <p>Tammy 34:11,12,16 35:7 36:12</p> <p>taxpayer 25:14 38:14</p> <p>taxpayers 36:9</p> <p>team's 37:13</p> <p>technical 15:5</p> <p>technologies 7:1 13:3 14:7 17:2,11,18 27:13,15 31:4 35:11,17 37:3,15,18</p> <p>technology 30:20 37:8 38:11</p>	<p>telemetry 10:3</p> <p>ten 16:1</p> <p>tends 22:7</p> <p>term 27:5</p> <p>terrestrial 16:16</p> <p>testing 27:7</p> <p>thank 2:2 8:3,4 20:16,18 22:17 26:3,4 28:9,10,11 30:11,12,14 31:10 33:12,13 34:6 35:8 36:11,12,16 39:24 40:2,7,11,14,15 41:14,15,16</p> <p>Thanks 5:24</p> <p>that's 5:13 7:21 9:11 14:17,19,23 15:8 25:9 32:4,8,12 37:6 38:21 39:3,15,18</p> <p>themselves 25:20</p> <p>thousand 16:10</p> <p>threat 35:3</p> <p>three-minute 20:21 21:2</p> <p>throughout 4:13,22 31:22</p> <p>thus 13:20</p> <p>timeline 19:7 32:21</p> <p>today 2:21 3:14 6:6 7:22 8:4,8 22:18 40:12,24</p> <p>today's 3:16</p> <p>TOLLEFSON 28:23</p> <p>tonight 2:3,7 3:3 4:8 5:21 20:20 21:18 40:17</p>
--	---	--	---

<p>tonight's 4:2 40:8 Tony 21:15 29:5 31:11 34:8 36:13,16 top 14:18 29:12 topic 18:19 total 38:19,21 toward 10:4 13:7 14:21 37:18 towards 10:22 11:7,11 13:1,13 towboat 22:15 towing 23:13,20 town 6:5 tows 23:22 24:1 trade 22:14 traffic 32:2 transcript 42:9 transfer 10:9,21 12:19 13:5 15:15,18 16:3,11 25:10,11 30:21 transport 9:19 16:16 treated 32:9 tribes 4:22 tributaries 26:13 true 42:8 Trust 33:10,21 try 17:6 trying 3:6 4:16 21:10 tugboat 22:15 tuned 20:10 turn 5:22 8:1 20:15 Twitter 20:13 41:2 two-fold 12:18 two-way 13:1,8 23:6 25:10 31:8</p>	<p>type 10:16 12:8 18:4,8 38:10,23 types 15:5,18 Typically 20:20</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>U.S 2:10 3:21 24:20 38:14 ultimate 36:9 unacceptable 23:20 understanding 9:15 24:19 37:2 undertake 4:16 21:11 undertaken 3:8 7:19 undertaking 6:13 undone 16:24 unfortunately 22:4 uniform 7:22 unique 12:23 Unless 16:15 unlikely 33:19 unmuted 29:14 unsafe 24:7 unsuccessful 17:13 upcoming 6:11 update 6:9 updates 19:3,5 41:7 upon 32:11 upper 14:10 upstream 12:19 15:10 35:1 URICK 29:8,19,24 31:13 34:10 36:14 41:15</p>	<p>useful 27:6 users 12:21 36:5 37:23</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>value 27:16 variety 15:13 17:6 various 9:6 11:21 vectors 16:15 vessel 15:3 17:8 vessels 11:24 viability 10:20 viable 39:3,6 vicinity 7:2 virtually 14:23</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>waive 21:2 water 9:9 14:17 26:10 30:17 waters 26:18,20,21 27:1 watershed 16:8 waterway 7:13 12:22 13:16,19 14:22 16:12 17:5 32:3 33:10,20 waterways 7:12 22:14 31:23 ways 15:14 16:11 37:13 web 5:9 21:15 29:16,20 41:16 webinar 21:1,13 28:22 29:1,6 website 3:1 4:3 5:3 19:4 20:1,7 40:22 41:2 welcome 2:4,16 6:8 Wethington 1:20 3:23 7:3 8:2,3,5</p>	<p>26:3 28:10 30:13,14 33:13,14 35:7 37:6 38:3,18 39:1,11,22 40:1 we've 15:20 34:19 willingness 6:15 wishing 4:1 wonder 23:4 25:13 work 7:10,17 10:19 22:13 26:15 27:9 28:7 32:17,24 33:7 working 5:13 world-class 25:21 write 3:2 wrote 28:6</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>yet 4:3 28:23 yourself 4:22 8:22</p> <hr/> <p style="text-align: center;">Z</p> <hr/> <p>Zaborowski 1:21 2:1,9 20:18 26:4 28:11,24 29:16,23 30:2,6,12 31:10 34:6,12,15 36:12,16 40:2,15 zip 21:24 22:3 26:7,9 30:4,7 34:13 36:23</p>
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