

GLMRIS-BRANDON ROAD NEPA SCOPING MEETING

JANUARY 8, 2015

NEW ORLEANS, LOUISIANA

PRESENTERS:

LIEUTENANT COLONEL KEVIN J. LOVELL

MR. DAVE WETHINGTON

MR. KENDALL ZABOROWSKI

MR. COLIN WILCOX

1 P R O C E E D I N G S

2 MODERATOR ZABOROWSKI: Good afternoon,  
3 ladies and gentlemen. It's a little bit  
4 after three o'clock here in New Orleans, and  
5 we're going to go ahead and get started with  
6 our meeting today.

7 I would like to welcome all of you to  
8 today's Great Lakes and Mississippi River  
9 Interbasin Study, or as we're going to refer  
10 to it as GLMRIS, Brandon Road National  
11 Environmental Policy Act or NEPA throughout  
12 the rest of the public scoping meeting.

13 My name is Kendall Zaborowski, and I'm  
14 from the U.S. Army Corps of Engineers  
15 Chicago District, and I will be moderating  
16 this afternoon and this evening. I would  
17 also like to thank all of you that have  
18 joined in on the webinar or have called into  
19 our web conference.

20 Before beginning the meeting, for those  
21 of you here in the room, I'd like to point  
22 out a few logistical things. If you need to  
23 get up and use the restroom, you go back out  
24 those front doors.

25 Gentleman, it's your first right.

1 Ladies, if you walk to the back door and  
2 then hang a right, those restrooms are right  
3 over there. In the event of an emergency,  
4 the emergency exit, again, go back out those  
5 main doors, hang a left, and they'll be  
6 right outside.

7 So when you arrived here this afternoon,  
8 there were a few things available at the  
9 front desk. First, there was a single sheet  
10 of paper, the comment registration form, and  
11 that has instructions on how to submit a  
12 comment during our public comment period.

13 Now, you can either fill that out and  
14 leave it here, fill that out and leave a  
15 comment orally upon leaving today or there  
16 are instructions on how to mail a comment to  
17 our office or submit a comment on our  
18 project website throughout this public  
19 scoping proceeding.

20 The second document was a couple of  
21 sheets of paper, and that's frequently asked  
22 questions about our planning effort that we  
23 are undertaking with GLMRIS and other  
24 aquatic nuisance species efforts that are  
25 being undertaken by the Corps of Engineers

1 and other federal and state agencies.

2 Then the last piece of information  
3 available was this hardcover booklet, the  
4 GLMRIS summary of the GLMRIS report. And  
5 that's a summary of the report that was  
6 published at the beginning of January  
7 of 2014 that had a larger overview of  
8 details and aquatic nuisance species control  
9 efforts.

10 I'd like to now take a moment and  
11 introduce today's panel. Starting to my  
12 left immediately is Lieutenant Colonel  
13 Kevin Lovell, the Deputy District Engineer  
14 of the Chicago District of the U.S. Army  
15 Corps of Engineers. Next to him is Dave  
16 Wethington, the project manager for GLMRIS.

17 So the Corps of Engineers is hosting  
18 public meetings throughout this project  
19 study area in an effort to provide  
20 opportunities for those of you within the  
21 study area to provide comments on the scope  
22 of the continuation of GLMRIS efforts  
23 located specifically at Brandon Road. This  
24 is our third meeting, and we're very glad to  
25 have you here with us today.

1           So the Corps of Engineers is seeking  
2           input, gathering concerns and issues and  
3           needs related to the study from stakeholders  
4           and the public throughout this NEPA scoping  
5           process. The Army Corps of Engineers will  
6           be collecting comments through January 30th  
7           of 2015.

8           Once that comment period is closed, the  
9           comments will then be compiled and posted on  
10          our GLMRIS Project website, which is  
11          glmris.anl.gov.

12          For comments to be formally included,  
13          they need to be given either during one of  
14          the oral comment periods at our public  
15          meeting, submitted as a written comment or  
16          submitted as a web comment through our  
17          project website.

18          If you have any questions during the  
19          meeting or after the meeting, feel free to  
20          grab one of us or anyone who has been out  
21          front that helped get you guys in, and we'll  
22          try to answer your questions the best that  
23          we can.

24          So the public meeting will begin with a  
25          couple of short presentations from

1 Lieutenant Colonel Lovell and Mr.  
2 Wethington, and then I'll come back up and  
3 open it up for public comments.

4 Now, I'd like to turn it over to  
5 Lieutenant Colonel Lovell.

6 LIEUTENANT COLONEL KEVIN J. LOVELL: Thank  
7 you, Kendall.

8 Can everybody hear me okay? Great.

9 Well, good afternoon, ladies and  
10 gentlemen. And on behalf of my boss,  
11 Chicago District Commander Colonel  
12 Christopher Drew, and he is very sorry that  
13 he can't be here today to just sit here and  
14 deliver this brief in person and receive  
15 your comments. Thank you very much for your  
16 attendance here this evening.

17 I'd like to express my appreciation  
18 first and foremost to Colonel Hansen and the  
19 rest of the New Orleans District team for  
20 hosting us here.

21 First and foremost, we are here to start  
22 the dialogue to give you a little bit of a  
23 brief, kind of, primarily to ask you for  
24 your input on our current iteration of study  
25 in the Great Lakes and Mississippi River

1 Interbasin Study and, specifically, for our  
2 activities in the study area of Brandon  
3 Road, which is near Joliet, Illinois.

4 I understand that's very far from here,  
5 but we also understand it's a complex  
6 system, and things that happen up in the  
7 Chicago-land area have the opportunity to  
8 affect the environment and commerce here in  
9 New Orleans as well.

10 Our current effort is an investigation  
11 analysis of potential solution sets in the  
12 Brandon Road area, and Mr. Wethington is  
13 going to go into that in some greater  
14 detail.

15 Many of you may be familiar with or are  
16 familiar with the fact that we released the  
17 Great Lakes Mississippi River Interbasin  
18 Study to Congress last year, and we had  
19 public roll-out, and we received some  
20 fantastic input based on that initial work.

21 And we used that initial work, along  
22 with the input, to determine our further  
23 activities, which has manifested itself in  
24 this particular location that I've referred  
25 to.

1           The GLMRIS report is only one portion of  
2           our strategy to help sustain the environment  
3           and support our nation's commerce. The  
4           other elements include operating the aquatic  
5           disbursement barrier near Romeoville,  
6           Illinois on the Chicago Sanitary and  
7           Shipping Canal. We also addressed the  
8           facilities' effectiveness with many of our  
9           partners and we constantly address its  
10          weaknesses, as well as monitoring the  
11          front-line trace of many of the aquatic  
12          invasive species that are both in the  
13          Illinois and Mississippi River Basins, as  
14          well as the Great Lakes in Lake Michigan's  
15          watershed.

16          And then, finally, as a control of  
17          aquatic nuisance species, we work not only  
18          with local, state, federal, and national  
19          partners with elements of the government of  
20          Canada, as members of the Asian Carp  
21          Regional Coordinating Committee, to continue  
22          implementation of various strategies.

23          First and foremost, your input of what  
24          we're going to say today is critical, so we  
25          have an accurate understanding of all



1 stakeholders' concerns in this complex  
2 environment.

3 And pending any critical issues, I'll be  
4 followed by the main speaker this evening,  
5 Mr. Dave Wethington.

6 Thank you.

7 MR. WETHINGTON: Well, thank you, sir, and  
8 good afternoon everyone.

9 Again, my name is Dave Wethington. I am  
10 the project manager for the Great Lakes  
11 Mississippi River Interbasin Study, the  
12 GLMRIS as we call it. And what we're here  
13 today to talk about, in very general terms,  
14 is the Brandon Road effort, the Brandon Road  
15 project.

16 So, before we get to that, I want to  
17 kind of take a quick step back. And a lot  
18 of the briefing that I'm speaking from today  
19 has the assumption that you, as a members of  
20 the public, have a little bit of  
21 understanding with what was published in the  
22 GLMRIS report.

23 And, if not, we're happy to answer  
24 questions after the comment period today. If  
25 you have any specific issues or concerns

1 about the GLMRIS report, feel free to come  
2 and find me afterwards today.

3 But one thing that came out of the  
4 GLMRIS report, there is an important  
5 message, regardless if you've gone through  
6 the document in some detail or not, is the  
7 aquatic nuisance species control. The ANS  
8 control is a shared responsibility, and it's  
9 shared among -- not just federal agencies or  
10 state management agencies -- but among you  
11 and I, as members of the public.

12 And it's really important to understand  
13 the different ways that aquatic species can  
14 be controlled. We really break them down  
15 into two types of controls, structural  
16 controls and non-structural controls.

17 And the GLMRIS report itself looked at  
18 ways to prevent the transfer of aquatic  
19 nuisance species between the Great Lakes and  
20 Mississippi River Basins through aquatic  
21 pathways.

22 And when we looked at the range of  
23 possible opportunities and possible  
24 technologies, we came up with these two  
25 different designations of the non-structural

1 versus the structural.

2 And so examples of non-structural  
3 controls would include, for example, looking  
4 at fish populations and how do you address  
5 those. You can fish them down using  
6 commercial fishing or angling. You can  
7 identify an invasive plant or an invasive  
8 weed and spray it with herbicide and really  
9 go attack it. That's called active  
10 management. That's really a non-structural  
11 measure that requires people to go out and  
12 do actions.

13 Other things that are not structural  
14 measures include monitoring, education  
15 outreach; understanding why it's a good idea  
16 to clean your boat when you move it from one  
17 body of water to another or, perhaps, not  
18 take your bait bucket and dump it over the  
19 side after a weekend of angling.

20 Those laws and regulations and other  
21 elements are all non-structural measures  
22 that are important in the fight against the  
23 development of species.

24 We can spend millions of dollars, maybe  
25 even hundreds of million of dollars, on

1 structural things. And structural things  
2 could include new and novel technologies;  
3 maybe even physical barriers in the  
4 waterways. And the point is you can spend a  
5 lot of money and a lot of time on these  
6 structural measures to have them be undone  
7 by things like carelessness, for example.

8 So it's really important to combine that  
9 understanding of the structural and the  
10 non-structural measures for that strategic  
11 control of the aquatic nuisance species.

12 The GLMRIS report is identifying eight  
13 different alternatives and looked at both  
14 structural and non-structural ways to help  
15 prevent the transfer to the maximum extent  
16 possible and technologically feasible,  
17 between the basins of the Great Lakes and  
18 the Mississippi River.

19 So what we're doing now at the Brandon  
20 Road site is based specifically on the  
21 findings of the GLMRIS report. A lot of the  
22 information, the different alternatives and  
23 the lessons learned from the GLMRIS report  
24 went into identifying this Brandon Road  
25 site. So I'd like to spend a moment doing

1 this.

2 Draw your attention to the map that's on  
3 your right-hand side. This is a map of the  
4 Chicago area, and you'll notice there are  
5 some numbers along the shore of Lake  
6 Michigan, numbers 1 through 5. Those are  
7 the five aquatic pathways that can be used  
8 for water to Lake Michigan, Great Lakes basins  
9 and Mississippi River Basins to intermingle.

10 Now, you can see from this map, just  
11 from a general glance, this looks like a  
12 very complex, interconnected waterway and,  
13 in fact, it is. It also has a multiplicity  
14 of different very important uses.  
15 Navigation, flood risk management, so  
16 controlling flooding in the Chicago region;  
17 controlling water quality, movement of storm  
18 water and waste water within the region to  
19 ensure there aren't economic damages with  
20 flooding and other environmental challenges  
21 for the Great Lakes or the Mississippi River  
22 Basin.

23 Another thing you may notice is, and  
24 it's very important to why we selected the  
25 Brandon Road site, which is noted at that

1 point No. 10 down in the lower left-hand  
2 corner, is that each of these pathways which  
3 have the ability to mix the waters of the  
4 basins. Each of the aquatic pathways, they  
5 form a confluence so they flow together at a  
6 single point immediately upstream of that  
7 Brandon Road site.

8 So Brandon Road, that vicinity, is the  
9 first area where we have the opportunity to  
10 really implement controls for species moving  
11 in a one-way direction.

12 Now, I'm going to show you on the next  
13 slide why we can't implement a two-way  
14 control. And if you look at the system now  
15 while we have it up on the map on the  
16 right-hand side, you'll notice there may be  
17 other areas, other structures in the Chicago  
18 Waterway System or other points on the  
19 waterway that we may be able to take the  
20 information learned at the Brandon Road site  
21 and apply them in other areas in the Chicago  
22 Waterway System.

23 And at Brandon Road, again, it will be  
24 that point No. 10 in the lower left-hand  
25 corner, we are looking at a range of

1 possible options, perhaps no additional  
2 action looking at how things are being  
3 implemented currently; how controls are  
4 being implemented; what kind of strategies  
5 are being implemented currently; and whether  
6 that's sufficient.

7 We'll look at potential limitations of  
8 non-structural measures or various  
9 combinations of the technologies, some  
10 conceptual and some may be a little bit more  
11 proven.

12 Another very important piece of the  
13 efforts at the Brandon Road site, is to  
14 determine the Federal interests and benefits  
15 to the nation. What happens if we do  
16 nothing? What is the consequence of doing  
17 nothing? And what is the justification of  
18 the federal interests, you know, taxpayers,  
19 you and I, in implementing some kind of  
20 project?

21 That is part of the charge of the Corps  
22 of Engineers and the traditional feasibility  
23 level process. We look at the benefits, the  
24 costs, the value to the nation in coming to  
25 a recommendation. And coming to that

1 recommendation is something that we are  
2 seeking to do as part of this process.

3 In GLMRIS, we outlined a range of  
4 alternatives to look at the two-way control  
5 of the aquatic nuisance species. As here,  
6 and we put them out in front of our  
7 stakeholders and members of the public and  
8 members of Congress to gain input, to gain  
9 an insight. And based on that belief, or  
10 based on that insight, we have identified  
11 the Brandon Road site as the first kind of  
12 step as we are moving forward in addressing  
13 that long strategic control of the aquatic  
14 species in a two-way direction.

15 The results -- as we learn about possible  
16 implementation of control technologies at  
17 the Brandon Road site, you're also informed  
18 of these interactions.

19 Specifically, why the Brandon Road site?  
20 I've outlined a couple of the points. It's  
21 geographic positioning at the downstream  
22 confluence. The Brandon Road site itself  
23 was included in three of the six structural  
24 alternatives outlined in the GLMRIS report.  
25 So it's an important component of a number



1 of possible options that could be  
2 implemented to control the two way transfers  
3 of species between basins.

4 We believe that it's a site where, if  
5 you look at the figure on the right-hand  
6 side, we can control the one-way transfer  
7 fairly simply, and use that term "simply"  
8 pretty loosely.

9 Looking at the figure on the right-hand  
10 side, the dam that's outlined is a high-tech  
11 dam. Normally, there's about 35 feet  
12 between the tail waters of the water at the  
13 base of the dam and the water that's  
14 spilling over the top of the dam. So that  
15 dam extends about 1600 feet across the  
16 majority of that waterway and provides the  
17 main blockade for species moving in an  
18 upstream direction, so from the Mississippi  
19 River Basin towards the Great Lakes.

20 The only other methodology that could be  
21 used to move their way upstream is through  
22 that approach channel and lock chamber. And  
23 so structurally and geographically, we  
24 focused on that approach channel and that  
25 lock chamber as a excellent spot to identify

1 possible technologies that could be  
2 implemented to control the transfer, to  
3 prevent the transfer of species from moving  
4 upstream.

5 Again, we would take the information  
6 learned, the types of technologies and  
7 possible consequences and the benefits to  
8 the nation and potentially apply these to  
9 other points throughout the Chicago Area  
10 Waterway System toward establishing a  
11 long-term goal of two-way aquatic nuisance  
12 species control.

13 I've outlined a number of possible  
14 benefits towards implementing controls of  
15 the Brandon Road site, but we've  
16 acknowledged that with those opportunities  
17 there are also some challenges. The figure  
18 on the right portrays the amount of species  
19 that could potentially move between basins.  
20 The ones on the lower-left-hand side  
21 outlined in that green/red color are those  
22 species that could potentially move from the  
23 Mississippi River Basin up toward the Great  
24 Lakes.

25 Those that have been kind of shaded out

1 or grayed out identify those species that  
2 could potentially be moving from the Great  
3 Lakes Basins towards the Mississippi River  
4 Basin. And we've shaded them out to  
5 acknowledge, again, that implementation and  
6 control of the Brandon Road Site would only  
7 be a one-way control. We need  
8 implementation of other possible sites  
9 within the Chicago Waterway System to  
10 contain a full two-way control.

11 We also acknowledged that that  
12 Interbasin dividing line, the dotted line,  
13 the white and red on the figure on the  
14 right, is nearly over a thousand miles long.  
15 And we acknowledge that there are other  
16 potential pathways that species could use to  
17 transfer between the basins.

18 Some of them being aquatic, but the  
19 majority of them are only episodic, which  
20 means that they are only formed -- they're  
21 the only pathways between the two basins  
22 when there is a significant precipitation  
23 event of those that are perennial.

24 We identified a total of 18 outside of the  
25 Chicago Area Waterway, and those that are

1           perennial, are on the order of magnitude of  
2           something like a farmer's ditch or drainage  
3           ditch that could be taken care of quite  
4           easily if it was determined that it posed a  
5           high risk toward potential species transfer.

6           The Chicago Area Waterway System is the  
7           highest risk potential transfer mechanism of  
8           potential aquatic pathway for species moving  
9           between the basins, which is why we focused  
10          again on the Chicago Area Waterway System, the  
11          GLMRIS, and why we're focusing on the  
12          Brandon Road Site as that easily addressed  
13          site -- or I guess the most easily addressed  
14          site in taking the information learned from  
15          this to move forward.

16          We look at the way the species can move  
17          between basins and we recognize that in the  
18          GLMRIS report discusses a number of ways to  
19          stop those that swim and those that float,  
20          and we acknowledge those that hitchhike or  
21          that move -- adhere to the hull of a barge  
22          or the hull of a recreational vessel, for  
23          example, may be more difficult to control.

24          In this Brandon Road effort, we will  
25          look at a number of different types of

1 possible controls such as biocides, such as  
2 the treatment of water, to try and control  
3 those hull-following hitchhikers, but we've  
4 acknowledge that those technologies may be more  
5 difficult to employ, and we may have to  
6 accept that there will be some amount of  
7 residual risk with the implementation of any  
8 type of solution.

9 So what will we see as an outcome? What  
10 would you see as a member of the public, as  
11 a stakeholder, as a result of this effort or  
12 during this effort that we are currently  
13 scoping?

14 Well, No. 1, we hope to make a  
15 recommendation. We hope to conduct enough  
16 analyses and enough investigation on  
17 potential technologies as well as potential  
18 consequences, so impacts to the existing uses and  
19 users of the aquatic pathway, as well as potential  
20 impacts to the environment to support an agency  
21 decision. Again, I mentioned the consequences of  
22 inaction versus the cost of possibly  
23 implementing some type of additional control  
24 beyond what has been implemented up to this  
25 point.

1           The information that we gain, that we  
2           learn from this process, again, could be  
3           applied to other points other than the  
4           Chicago Area Waterway System.

5           As part of a federal agency decision, we  
6           are participating and complying with the  
7           requirements of the National Environmental  
8           Policy Act, NEPA, as Kendall described  
9           earlier, and putting together an  
10          environmental impact statement.

11          We also recognize that there is a lot of  
12          interest in GLMRIS exemplified by the fact that  
13          you folks are here today, and then we seek to  
14          put out interim products as possible  
15          throughout the study process. And  
16          information we've learned that's on a  
17          technical basis, could be put out to  
18          stakeholders via our website and the other  
19          types of media.

20          We also hope to continue a dedicated  
21          stakeholder outreach process such as this  
22          and employ social medias and web sites to  
23          keep our stakeholders engaged.

24          Currently, we are concluding this kind  
25          of realm of scoping activities and it's

1 important to get your input and members of  
2 the public's input and stakeholder input on  
3 this, in general, so that we can shape the  
4 direction of the study.

5 We have an idea of what types of  
6 engineering, economic and environmental  
7 analyses must be completed as well as what  
8 kind of requirements are required for both  
9 agency and agency policy compliance.

10 We hope to hear your comments today.  
11 This is the third of three public meetings  
12 that we've had. Two were in the  
13 Chicago-land area, one is here, and each of  
14 them has also been open to virtual  
15 participation through the web and dial-in.

16 The comment period does close on  
17 January 30th of this month. So if you don't  
18 think of something today, if you don't  
19 choose to make a comment today, please visit  
20 our website, again, [glmris.anl.gov](http://glmris.anl.gov) to make a  
21 comment.

22 Comments can also be mailed to us and  
23 hand-delivered to us at an address that we  
24 can provide to you or by visiting our  
25 website.

1           Again, a lot of this information that I  
2           discussed today, information on the Brandon  
3           Road efforts, as well as on the GLMRIS  
4           report and background information, this  
5           summary report and thousands of pages on  
6           aquatic nuisance species and economics and  
7           other information is contained on our  
8           website, glmris.anl.gov. We are on  
9           Facebook. We are on Twitter, so please stay  
10          in touch with us.

11          With that, I turn it back to Kendall and  
12          turn the conversation over to you.

13          Thank you so much.

14          MODERATOR ZABOROWSKI: Okay. Thank you,  
15          Dave.

16          So now we're going to move into the oral  
17          comment portion of this meeting here.

18          And, at this point, it's going to be the  
19          opportunity for those of you that registered  
20          on our website or registered here in person  
21          to provide us with an oral comment, and then  
22          also we'll allow for people on the webinar  
23          to ask questions or make a comment as well.

24          Just judging by the attendance here in  
25          the room, you may have been told that we are



1 going to limit you to three minutes, but I'd  
2 like to waive that strict restriction, if  
3 that's okay with everyone. I'll just ask  
4 that you remain respectful of everyone's  
5 time. And I do see a few head nods. That's  
6 okay with everybody. All right. Great.

7 So as I mentioned we're going to start  
8 with the people that preregistered on our  
9 project website, and then we'll get to other  
10 people here today in person that are  
11 registered. And then if anybody would like  
12 to come up and make a second round of  
13 comments, we'll do so. And then, after  
14 that, we'll turn it over to Colin, who is  
15 our web moderator.

16 And so for those of you that are  
17 participating via the webinar, we'll give  
18 you the opportunity then to make a comment  
19 as well.

20 I'd like to now mention that we have a  
21 stenographer with us tonight. She is going  
22 to be reporting any of your comments, and so  
23 when you come to the front to make a  
24 comment, we ask that you first give us your  
25 name, any organization that you represent

1 and then your zip code. When you give the  
2 name, if you wouldn't mind spelling your  
3 last name and speaking slowly so that we can  
4 make sure that we accurately record your  
5 comments, that would be great.

6 Lynn, here in the back, has the  
7 microphone for when it's your turn to come.  
8 She'll hand it over to you. Make sure it's  
9 turned on, and then we'll be good to go.

10 So I would like to mention that if you  
11 don't give us your name and zip code, we  
12 will not be able to formally include your  
13 comment. So I apologize in advance if I  
14 mispronounce any of your names. Please  
15 correct me. And that's why we ask you to  
16 please spell them.

17 So without further ado, I'd like to get  
18 started with those of you that registered on  
19 our website.

20 We'll start with Mr. Frank Morton. If  
21 you're ready, Lynne get you the microphone  
22 and we'll have you go.

23 FRANK MORTON: Thank you. I want to thank  
24 the Corps of Engineers for having this  
25 hearing down here.

1 MODERATOR ZABOROWSKI: Sir, I'm sorry. Real  
2 quick, can I get your name and any  
3 organization --

4 FRANK MORTON: My name is Frank Morton,  
5 M-o-r-t-o-n. I'm founder and Director of  
6 Turn Services, LLC, and I'm National  
7 Chairman of the American Waterways Operators  
8 the Tugboat, Towboat and Barge National  
9 Industry Trade Association.

10 MODERATOR ZABOROWSKI: Zip code, please.

11 FRANK MORTON: Zip codes? I've got three of  
12 them, 70116, 70117, 70452.

13 MODERATOR ZABOROWSKI: Please go ahead.

14 FRANK MORTON: Thank you for having this  
15 hearing session here. I appreciate that.  
16 This is vitally important to us here in New  
17 Orleans.

18 As you know, the Mississippi River,  
19 there are over five port authorities on the  
20 Mississippi River, Baton Rouge South. It's  
21 the largest port complex in the United  
22 States. And depending on how you measure  
23 it, somewhere between one and four in the  
24 world. And the cargo moving in and out of  
25 the Mississippi River contributes

1 approximately \$278,000,000 a day to the US  
2 economy as of 2006.

3 When you compare trade between states  
4 that are noncontiguous in the United States,  
5 the two states that have the most trade  
6 between them are the State of Illinois and  
7 the State of Louisiana, so this is  
8 critically important to us.

9 I want -- a couple of questions here.  
10 The big picture, I was here for the GLMRIS  
11 report hearings, and I provided comments at  
12 that time. The Brandon Road structure was a  
13 component of the GLMRIS alternative, but was  
14 not listed as a stand-alone alternative, nor  
15 was it listed in the preferred alternative.  
16 Why has the Corps decided to move forward on  
17 only one part of the alternative?

18 I saw in one of the slides that it said  
19 you're going to go through the process and  
20 perhaps evaluate from there on out. I just  
21 want to caution you against unintended  
22 consequences once you start down this  
23 particular path.

24 For instance, the Asian Carp introduced  
25 in the United States by the National

1 Wildlife and Fishery Service, the current  
2 situation was not seen as a consequence. It  
3 does occur.

4 The flowing of the water between the  
5 Great Lakes and the Mississippi River system  
6 was brought into existence because of health  
7 reasons in the City of Chicago because of  
8 the horrible conditions that were listed --  
9 were coming forth from Lake Michigan where  
10 you had cholera and typhoid epidemics four  
11 years in a row, even while the World Fair  
12 was being done in Chicago.

13 This project does not address the basic  
14 direction from Congress in WRDA early 2007 to  
15 evaluate and recommend alternative methods  
16 to stop two-way transfer of aquatic nuisance  
17 species between the basins. This option  
18 doesn't do that.

19 MAP-21 directed the Corps to finish the  
20 GLMRIS 18 months from enactment in early  
21 January of 2014. Since the study was  
22 completed in January of '14, without a  
23 preferred alternative identified, nor chief  
24 report, nor a record of the decision, the  
25 Corps cannot move ahead unless they have

1 additional congressional authorization.

2 GLMRIS did not identify structures of  
3 Brandon Road as an alternative, only a part  
4 of three alternatives. Even the direction  
5 in MAP-21 that allows work to move forward  
6 to a PDD with the ASA's consent does not  
7 provide for the Corps to identify new  
8 alternatives after the study's completed.

9 WRRDA 2014 lays out a very precise way to  
10 evaluate and prioritize projects. Why is  
11 this project outside of that process?

12 According to the Rock Island District  
13 website, Brandon Road faces a \$50 million  
14 backlog in maintenance. The Corps must either  
15 rehab or lock to an acceptable level and/or  
16 add another 600-foot of lock at the location  
17 to insure two-way traffic will continue to  
18 move.

19 How do the Corps evaluate the full impacts  
20 to its customers in the United States economy  
21 including the impact to potential future  
22 growth?

23 Also, you know, the electric barrier  
24 that exists is a problem, including  
25 producing hazards to human beings. And the

1 electric barrier was put in place not to  
2 keep the carp from going into Lake Michigan.  
3 It was to keep the guppy thing, whatever it  
4 was, coming out of Lake Michigan. But  
5 nobody bothered to think of the concept  
6 that, well, if Lake Michigan catches a lot  
7 of water and they've got to dump water  
8 somewhere or flood the lakefront in Chicago,  
9 they're going to send it out to the  
10 Mississippi River and that current will wash  
11 those guppies through the electric barrier,  
12 even they though they didn't want to go,  
13 another unintended consequence.

14 I just want to make sure this thing is  
15 completely thought through. I've got a  
16 sneaky feeling that it isn't it. There's a  
17 lot of moving parts. It's totally complex.  
18 I appreciate that you guys are real smart.  
19 I think we need a little more study and we  
20 need a better alternative.

21 Thank you for your patience. I  
22 appreciate it.

23 MODERATOR ZABOROWSKI: Thank you, Mr.  
24 Morton.

25 Next are those that preregistered before

1 today. Mr. Jim Stark, if you're ready and  
2 available, and then name and organization  
3 and then zip code, please.

4 JIM STARK: I'm Jim Stark. I'm the  
5 executive director of the Gulf Intercostal  
6 Canal Association. My zip code is 70174.

7 The Gulf Intercostal Canal Association,  
8 or GICA, is a 109-year-old trade association  
9 representing about 200 members that are  
10 involved in towboat and barge operations,  
11 shipping, shipyards, and associated  
12 waterways industries which use the Gulf  
13 Intercostal Waterway or the GIWW.

14 Of course, it also affects the  
15 tributaries. We also work for the companies  
16 that operate on the tributaries affecting  
17 the GIWW. And those tributaries are  
18 far-reaching, including the Mississippi  
19 River system, and eventually, the Illinois  
20 River all the way up to the Great Lakes.

21 GICA is committed to insuring that GIWW  
22 is maintained and is clear to provide safe  
23 and efficient, economical and  
24 environmentally-sound water transportation.

25 The GIWW is about 1100 miles long, the



1 third busiest waterway in the country with  
2 about 113 million tons annually carried on  
3 the waterway at a value of about \$86  
4 billion.

5 Because the GIWW is part of the overall  
6 Inland Waterway System, that's why I and my  
7 fellow GICA members are concerned with the  
8 recent Corps announcement that it would  
9 proceed with a formal evaluation regarding  
10 the Brandon Road site and the viability of  
11 establishing a single point to control  
12 one-way upstream transfer of the ANS.

13 Our concern is that navigation not be  
14 restricted at the lock. Just as structural  
15 impediments to navigation here on the Gulf  
16 can affect the navigation industry  
17 throughout the Mississippi Basin,  
18 restricting navigation upstream can also  
19 affect our business here in the Gulf. This  
20 is not a local issue, but a multi-regional  
21 one that we are concerned about.

22 Although it's not clear that a  
23 structural fix is absolutely necessary at  
24 Brandon Road, I think Frank touched on a  
25 point that ought to be carefully considered.

1           Should structural measures be considered,  
2           the lock there is outdated. I believe the  
3           number is \$50 million on the Corps' info  
4           sheet about how much needs to be put into  
5           that lock. Which we have some locks down  
6           here that could use some work, too.

7           But if we're going to do something  
8           there, we ought to carefully consider a  
9           holistic approach to the lock restructuring  
10          or the lock replacement or a major rehab  
11          along with any kind of contemplated  
12          structural fix at Brandon Road.

13          I think that concludes my statement.  
14          Thank you, again, for the opportunity.

15          MODERATOR ZABOROWSKI: Thank you.

16          Next, I have Patrick Morton, if you're  
17          ready and available.

18          PATRICK MORTON: Good afternoon. My name is  
19          Patrick Morton. I'm AVP Vessel Operations,  
20          Ingram Marine Transportation Company Zip  
21          codes, 70068 and 70084.

22          Ingram Marine Transportation Company has  
23          a fleet of over 150 tugboats and over 5,000  
24          barges. And we are also an active member of  
25          the American Waterways Operators. We

1 support the comments that were submitted to  
2 your attention by AWO and add a couple  
3 things we'd like to unconditionally note.

4 At this time, it appears that a further  
5 explanation on the proposed project of  
6 Brandon Road is needed. So far, it's been  
7 difficult to perceive the true scope of the  
8 project. And, therefore, we hope that you  
9 will provide more solid information around  
10 the potential of planned activities at  
11 Brandon Lock.

12 When formulating a plan or study for the  
13 Brandon Lock, please consider that the lock  
14 facilitates transfer of goods in between the  
15 Great Lakes and Mississippi River Basin. As  
16 such, any barrier to a safe and efficient  
17 movement of goods should not be implemented  
18 as it would negatively impact commerce and  
19 the economy.

20 Any projects considered by the Corps for  
21 the Brandon Lock area should fully evaluate  
22 the impact to the towing industry, its  
23 customers, and the U.S. economy.

24 Additionally, safety issues should be  
25 evaluated if an electric barrier is considered for

1 the Brandon Lock area. And the Coast Guard  
2 should be actively engaged in any new  
3 technology that would impact or be near the  
4 navigable WRDA channel.

5 Finally, as 2014 lays out a very precise  
6 way to evaluate and prioritize projects,  
7 this project should be considered based on  
8 that criteria and should address the basic  
9 directions of Congress. Even barges working  
10 in conjunction with AWO has to be in a role  
11 in these conversations moving forward.

12 Again, thank you for the opportunity to  
13 speak today. And Ingram is in Nashville,  
14 Tennessee, and I'm here in the local area  
15 here in Reserve.

16 MODERATOR ZABOROWSKI: Thank you, sir.

17 Next, I have Sherry Felder.

18 CHERRIE FELDER: Good afternoon. I'm Cherrie  
19 Felder, F-e-l-d-e-r. I am the vice  
20 president of Governmental Legislative  
21 Affairs for Channel Shipyard companies in  
22 Houston, Texas, 70002 and 77562.

23 First, I want to add my appreciation to  
24 the Corps for giving the towing industry  
25 this opportunity to express our concerns and

1 make comments on this regarding the  
2 potential Brandon Road project.

3 Channel Shipyard has customers that move  
4 on the Illinois River in and out of the  
5 Chicago area, and I'm here today to support  
6 their position and that of the American  
7 Waterway Operators that the Corps of  
8 Engineers should stand down from their plan  
9 to move forward with some type of  
10 technologically-engineered structure near  
11 Brandon Road Lock until a further study is  
12 made regarding navigational and economic  
13 impact prioritization underway WRRDA in 2014 is  
14 considered and congressional authorization  
15 is settled. We will be submitting more  
16 detailed written comments for the record.

17 Thank you.

18 MODERATOR ZABOROWSKI: Thank you, ma'am.

19 Next, I have Jeff Kindl.

20 MR. KINDL: My name is Jeff Kindl,  
21 K-i-n-d-l. I'm vice president of Gulf  
22 Operations with American Commercial Lines  
23 with headquarters in Jeffersonville,  
24 Indiana, and we also have a fleet and  
25 terminal operations in Lemont, Illinois.

1           We're also originally from the Chicago  
2           area, so I'm intimately familiar with the  
3           area.

4           I agree with all of the concerns  
5           expressed by the previous speakers, but  
6           would also like add that, you know, one of  
7           the things you might look at is making a  
8           dead zone in the Brandon Road pier and pool.

9           I think a few years ago you killed all  
10          the fish above Lockport. And I think Mr.  
11          Wethington touched briefly on a dead zone or  
12          something like that in your presentation,  
13          and I think that needs to be looked at. And  
14          I'm not sure what some of the unintended  
15          consequences might be of having a five- or  
16          six-mile dead zone.

17          And the other alternative I think that  
18          needs to be looked at is something like they  
19          do in Europe with locks on the Danube where  
20          they reuse the lock water.

21          The water is pumped out of the lock when  
22          lowering it onto shore, and then when they  
23          raise the pool, they pump the water from the  
24          shore back into the lock. And that way that  
25          water could be treated. You could kill

1 anything in that. Any organisms that would  
2 come in on the lower end while the tow is  
3 shoving in from a non-treated area, you  
4 know, that would then be diluted with the  
5 water that is captured on the shore and used  
6 over and over again to kill any organisms  
7 that would happen to make it into the lock.

8 I forgot. My zip codes are 70123 and  
9 70003.

10 Thank you.

11 MODERATOR ZABOROWSKI: Thank you, sir.

12 Next, Spencer Murphy.

13 SPENCER MURPHY: Hi, my name is Spencer  
14 Murphy, M-u-r-p-h-y. I'm a general counsel  
15 for Canal Barge Company, headquartered here  
16 in New Orleans. My zip code is 70118.

17 First, I would like to thank you very  
18 much for hosting this meeting in New  
19 Orleans. I'm one of the people that  
20 requested that you come down here and have  
21 this meeting, so I very much appreciate your  
22 doing it.

23 I thought I was doing you a favor with  
24 the weather by bringing you down here, but I  
25 guess not. So welcome to chilly New

1 Orleans.

2 As I said, I work for Canal Barge  
3 Company, which is headquartered here in New  
4 Orleans, but we operate throughout the  
5 entire inner waterway system, as well as  
6 offshore and in international waters. We  
7 are a family-owned company. We have about  
8 800 or more barges, and employ over 700  
9 people both in Louisiana and throughout the  
10 rest of the states.

11 Our second most popular state by  
12 employee head count is Illinois. Part of  
13 that is because we have a subsidiary  
14 company, Illinois Marine Towing  
15 headquartered in Lemont, Illinois, that is  
16 the largest independent fleet and harbor  
17 services company in the Chicago-land region.  
18 It is probably the single largest user of  
19 the O'Brien Lock in Chicago, and certainly,  
20 transits through Brandon Road and all of the  
21 other structures in the Chicago Area  
22 Waterway System on a daily basis and employs  
23 over 120 people.

24 So that's the background.

25 I have a few points. I've made some



1           comments on some earlier public meetings in  
2           Chicago, so I'll try to be brief and I will  
3           have to repeat a few things that were  
4           mentioned by others, but I'll only do that  
5           because I think they're important and really  
6           worth reiterating.

7           One, on the issue of authority, I'm sure  
8           that folks can give the more detailed  
9           explanations as to where the authority for  
10          this activity originates, whether here in  
11          MAP-21 or WRDA of 2007, but, however, the  
12          commonsense authority that was my  
13          understanding from GLMRIS was that you've  
14          come up with a series of alternatives and  
15          present those alternatives to Congress and  
16          let Congress decide what should be done  
17          next.

18          And as we heard and discussed in prior  
19          meetings and in the report, there were eight  
20          alternatives identified, none of which were  
21          given as the preferred alternative. And  
22          none of those were specifically a  
23          one-way-control structure at Brandon Road.

24          So I think it's fair to say that the  
25          Corps does not have the authority to move

1 forward on any one of these eight  
2 alternatives identified in GLMRIS. By that  
3 token, I would say they don't have the  
4 authority to piecemeal together any one of  
5 the eight alternatives in GLMRIS by simply  
6 saying, well, we're only looking at one  
7 piece or one alternative.

8 Well, by doing that, you've now exceeded  
9 the authority, I believe, that was provided  
10 for in doing the GLMRIS study. I think the  
11 Corps should wait for Congress's instruction  
12 as to what do next. That was the whole  
13 point behind GLMRIS.

14 To that point, I would appreciate if we  
15 have time to respond to some of these  
16 questions, just some clarification as to --  
17 please correct me if I'm wrong -- if  
18 Congress has given some sort of direction to  
19 study Brandon Road specifically, that would  
20 be very helpful for us to hear.

21 If that's not the case and this was a  
22 Corps decision, I would, again, appreciate  
23 hearing how that decision was made and by  
24 whom within headquarters.

25 Secondly, or my final point, is really a

1 general comment about the Corps and various  
2 missions that you all are tasked with. As a  
3 resident of New Orleans, I've seen very up  
4 close and personal that the Corps is tasked  
5 with sometimes with things like conflicting  
6 missions between navigation, ecosystem  
7 services, flood protection. But when the  
8 Corps is at its best, it is able to identify  
9 and work in ways that serve all those  
10 missions at the same time, rather than one  
11 mission at the cost of another.

12 I think what we've heard so far is --  
13 what I'm concerned about is that Brandon  
14 Road will serve one particular mission at  
15 the expense of others, particularly  
16 navigation. Although, I think flood  
17 protection may have a role there as well.

18 I've seen also down here that, at its  
19 best, the Corps can harmonize all those  
20 missions together in a way that benefits  
21 navigation and flood protection and  
22 ecosystem services. I think given our  
23 budget environment, that really has to be  
24 the way the Corps operates.

25 Many of the alternatives in the GLMRIS

1 study were, frankly, economically  
2 infeasible, I think by anybody's reasonable  
3 estimation. I don't think the Corps has \$18  
4 billion to do any of these particular  
5 alternatives.

6 So before we start looking at projects  
7 that are part of an unlikely outcome of an  
8 alternative that is not going to be approved  
9 by Congress, please take a step back and  
10 look at what's happening in that lock and  
11 the dam. If we're going to do something at  
12 Brandon Road, let's do something at Brandon  
13 Road lock and dam that looks at all of the  
14 missions that are being impacted there. As  
15 was reported earlier, the Corps itself has  
16 identified \$50 million worth of current  
17 maintenance issues that need to be addressed  
18 at that lock in order to maintain its  
19 primary mission as a navigation channel.

20 The Rock Island District has a very  
21 informative fact sheet that talks about the  
22 importance of this lock and dam within the  
23 entire Northwest Channel Navigation Project  
24 on the Illinois River, and notes that the  
25 system's 600-foot locks do not accommodate

1 today's modern tows without flooding and  
2 passing through the lock and two operations.  
3 This procedure requires barges at mid-point  
4 which triples lockage time and exposes  
5 deckhands to increased accident risks.

6 So that's just one piece of information.  
7 I don't need to read your document to you,  
8 but I would encourage you to go through and  
9 think about all those missions that are  
10 currently being served, and before we have  
11 created another problem, let's make sure we  
12 fix ones that have already been identified.

13 With that, I will stop talking other  
14 than to say, again, thank you very much for  
15 coming down here. I do appreciate that it's  
16 not necessarily easy to get down here and  
17 listen to folks that are not in your AOR  
18 but thanks very much. It's very important.

19 LIEUTENANT COLONEL KEVIN J. LOVELL: You're  
20 welcome, sir.

21 MODERATOR ZABOROWSKI: So, at this point,  
22 I've heard from everybody that indicated  
23 when they walked in or via our project's  
24 website that they would like to make an oral  
25 comment during this meeting here today.

1           Would anybody that hasn't made a comment  
2           or previously made a comment like to come  
3           back up and speak to the panel now?

4           All right. Seeing no one else in the  
5           room, Colin, is anybody on the web ready to  
6           make a comment? Or I'm going to turn it  
7           over to you and you can issue instructions  
8           to those on the webinar on how to make a  
9           comment and we can go from there.

10          COLIN WILCOX: Certainly. Ladies and  
11          gentlemen, just a reminder if you would like  
12          to do ask a question today, you do so by  
13          pressing star one on your telephone handset  
14          or by using the raise-hand button in the top  
15          left-hand corner of your screen. You'll be  
16          entered into the question que and then  
17          you'll hear a notification once your line is  
18          un muted.

19          Additionally, we'll also still be  
20          accepting written questions. You can send  
21          those in by using the send-note button in  
22          the top tool bar and addressing them to  
23          presenters.

24          And it looks like we do have a question  
25          over the phone line. Going now to Matt's

1 line.

2 MATTHEW WOODRUFF: Hello. Are you able to  
3 hear me?

4 MODERATOR ZABOROWSKI: Yes.

5 Matt, if you could please give us your  
6 full name and zip code and take it away,  
7 please.

8 MATTHEW WOODRUFF: Okay. I'm happy to.

9 My name is Matthew Woodruss. That's  
10 spelled W-o-o-d-r-u-s-s, and I work for  
11 Kirby Corporation on whose behalf I am  
12 speaking today, and Kirby's zip code is  
13 77007.

14 We're located in Houston, Texas. That's  
15 where our headquarters is, but we are the  
16 largest operator of tank barges in the  
17 United States with operations throughout the  
18 inland waterway system along the Gulf Coast,  
19 the East Coast, the West Coast, Alaska and  
20 Hawaii. Kirby has approximately 4,600  
21 employees, approximately 900 inland tank  
22 barges, and 250 inland towboats that we  
23 operate.

24 And I want to start off by saying that I  
25 echo much of what's been said by the

1 speakers who spoke before me. And so I'd  
2 like to adopt without repeating many of the  
3 things that they said, but also would like  
4 to offer some context about why barge  
5 transportation is so important to the  
6 nation.

7 We move products in and out of Chicago,  
8 and I think we need to recognize Chicago's  
9 our nation's third largest city. And barges  
10 are responsible for a lot of commerce that  
11 comes and goes from the Chicago area. And  
12 our company, along with many others, is a  
13 part of moving that commerce. If you're not  
14 moving that commerce by barge, you have to  
15 find other modes, such as rail and trucks  
16 which are not as safe, efficient, or  
17 inexpensive as we are.

18 You know, there's a reason that our  
19 industry exists and that is because it is  
20 the best choice, especially for moving bulk  
21 commodities in terms of energy efficiency,  
22 in terms of the environmental emissions, and  
23 in terms of safety and cost to our  
24 customers.

25 We are not in favor of aquatic nuisance



1 species. We don't like Asian Carp, I think,  
2 anymore than anyone else does. I doubt that  
3 any of the people that spoke before me is a  
4 particular fan of Asian Carp. So we're not  
5 here in support of the Asian Carp. What  
6 we're in support of is navigation and  
7 finding a way to control nuisance species  
8 while at the same time not impeding  
9 navigation. And we believe not only can  
10 that be done, it must be done.

11 Just to cover a few of the things that  
12 have been said so far, we, as others have  
13 questioned the authority, the congressional  
14 authority for the current activity, we have  
15 similar questions and hope that that will be  
16 explained in greater detail at a later time.

17 Also, I want to briefly revisit the  
18 safety issue that was mentioned and just  
19 state how critical it is as an operator of  
20 tank barges, there is no margin for error.  
21 We have to have a zero accident environment.  
22 We have to eliminate every risk that can be  
23 eliminated and manage those that cannot be  
24 eliminated.

25 In so doing, we have to ensure that

1 we're not creating an environment at Brandon  
2 Road that would change that formula in a  
3 negative way in any sense.

4 So, as I said, I don't want to repeat  
5 what others have said, but I do want to  
6 emphasize that a few of those points that I  
7 had emphasized, and I appreciate the  
8 opportunity to make these comments and  
9 appreciate the fact that you are giving  
10 those of us on the Gulf coast an opportunity  
11 to provide input into this because, as has  
12 been said, this is not a local issue. This  
13 is a national issue. Thank you.

14 MODERATOR ZABOROWSKI: Thank you. Mr.  
15 Woodruff.

16 Colin, do we have anyone else that has  
17 indicated they would like to speak?

18 COLIN WILCOX: Absolutely. Do we have  
19 another caller? Going now to our next  
20 caller.

21 PAUL ROHEE: Yes. Can you hear me?

22 MODERATOR ZABOROWSKI: Yes. Can you start  
23 with your name and zip code and then take it  
24 away.

25 PAUL ROHDE: Thank you. This is Paul Rohde,

1 zip code 63144, representing the Waterways  
2 Council based in St. Louis. Waterways  
3 Council at WCI, we have almost 200  
4 companies, associations, unions, and other  
5 groups that make up our diverse coalition,  
6 many of whom the carriers and shippers of  
7 our agriculture and industrial materials  
8 along our inland waterways that you heard  
9 from today.

10 I'm going to speak, I think, on behalf  
11 of some of the members that aren't present,  
12 particularly, the associations and the  
13 organized labor unions that understand the  
14 importance of our inland waterway system and  
15 its impact to all -- not just the towing and  
16 shipping community, but all consumers in the  
17 Chicago-land area and for throughout the  
18 national system of inland waterways.

19 You know, those folks include the ag  
20 producer groups and agri-businesses, the  
21 manufacturers of the materials, the  
22 utilities. I mentioned organized labor, the  
23 economic development interests, the ports  
24 and others that are concerned about the  
25 region's economic prosperity.

1           It's been mentioned about this being the  
2           least environmentally intrusive mode of  
3           transporting commodities. I think that's  
4           especially important in the Chicago-land  
5           area and Brandon Road locks placed on the  
6           Illinois River and its larger role as part  
7           of the national system of waterways, you  
8           know?

9           I appreciate you being down there in New  
10          Orleans. What happens at Brandon Road  
11          impacts immediately the vitality of New  
12          Orleans, Baton Rouge, Natchez, Pittsburgh,  
13          Memphis, St. Louis, Minneapolis, Peoria,  
14          Chicago and all points in between, and so  
15          thank you for hosting this public meeting  
16          and giving our members down there an  
17          opportunity to comment.

18          I'll echo all of the comments that have  
19          been made so far and try not to repeat  
20          myself. But just to say WCI shares a lot of  
21          the same concerns, all of the concerns and  
22          impact on the towing and shipping industries  
23          that have been mentioned that any structural  
24          option would have, and its impact to safe  
25          and efficient and reliable shipping.

1           Dave, it's good to hear the things you  
2           said about shared responsibility for ANS and  
3           we take that responsibility very seriously.  
4           Our coalition is especially concerned about  
5           a structural alternative there that would  
6           impact the safe and efficient reliable  
7           transportation of goods.

8           So my statement today, I'm going to talk  
9           about, you know, the goal of stopping ANS  
10          and that Woodruff said, no one is pro-Asian  
11          Carp, but you've got to look at this from a  
12          both-ways system, from one basin to the  
13          next. That is the goal. And it looks to me  
14          that this option is being artificially moved  
15          forward as a means to quell some concern  
16          that, perhaps, the Corps isn't doing  
17          anything, when we know that's not factual;  
18          that just any action would be positive  
19          development, which I don't believe is the  
20          case. And as has been mentioned, I'd  
21          encourage that holistic approach, the  
22          comprehensive approach before moving forward  
23          with any option, especially a structural  
24          option.

25          Now, as I understand it, this proposal

1 was a portion of three of the eight  
2 alternatives that GLMRIS identified, and I'm  
3 curious to why the Corps has opted to move  
4 forward with just this portion of those  
5 particular alternatives and how would moving  
6 forward with just this portion change the  
7 impact that is part of a larger package it  
8 would have under those three alternatives?

9 And I don't need an answer today. I do  
10 plan on submitting written comments, and you  
11 mentioned that as well. I understand there  
12 are no guarantees that any option action  
13 would stop ANS, but I'd like to put forward  
14 support for a host of non-structural  
15 alternatives. Such as, for example,  
16 alternative two mentioned non-structural  
17 options, which appear to be cost effective  
18 and realistic from a cost and timeframe  
19 standpoint.

20 But a series of options working together  
21 looks to be at this point the best option.  
22 And, further, this proposal appears to be  
23 outside the bounds of the very clear  
24 prioritization process the Corps was  
25 authorized to adhere to during WRRDA last year.

1 I would encourage you to avoid any pressure to  
2 do something and anything now for the sake  
3 of keeping the sky from falling. The  
4 authorization issue is one that we are  
5 deeply concerned about.

6 And finally, the funding for this seems  
7 to run in the face of the long list of  
8 backlog work that's needed among the  
9 national system. And even the work that  
10 Rock Island has identified that Brandon  
11 needs, especially if this is to be a  
12 cost-shared project with the Inland Waterways  
13 Trust Fund, which my understanding is that  
14 had not been identified yet. We've got very  
15 strong concerns about it moving forward,  
16 even conceptually.

17 And that's it, and I appreciate the  
18 opportunity. Thank you.

19 MODERATOR ZABOROWSKI: Thank you, sir. Mr.  
20 Rohde, if you're still available, could you  
21 spell your last name, please?

22 MR. ROHDE: Sure, it's R-o-h-e-e.

23 MODERATOR ZABOROWSKI: Colin, back over to  
24 you.

25 COLIN WILCOX: It looks at this point there

1 are no further questions.

2 MODERATOR ZABOROWSKI: All right. That  
3 being said, I'll give -- we've got one in  
4 the room that would like to make a comment.

5 MR. KINDL: Yeah, I would like to make one  
6 clarification -- Jeff Kindl about the fish  
7 kill at Lockport -- it was a planned event.  
8 It wasn't anybody's negligence.

9 MODERATOR ZABOROWSKI: Thank you for the  
10 clarification, sir.

11 Anyone else in the room that would like  
12 a last chance to make a comment to our panel  
13 here today?

14 I would like to thank everybody for  
15 coming out here tonight. At this point,  
16 panel, would you like to have any additional  
17 closing comments?

18 LIEUTENANT COLONEL KEVIN J. LOVELL: Ladies  
19 and gentlemen, thank you very much for  
20 coming tonight.

21 I've been a United States Army Officer  
22 for 19 years. The United States Army and  
23 the Army Corps of Engineers has been given  
24 the responsibility to protect and defend the  
25 constitution of the United States and to



1 provide for the nation's defense.

2 Okay? And a big portion of that is the  
3 national security. And a big portion of  
4 that includes our Interstate transportation  
5 and commerce, as well as environmental  
6 protection.

7 We're going to attempt to look at all of  
8 the impacts as we go into this further study  
9 area or refinement specific to the Brandon  
10 Road area.

11 I mentioned briefly in my comments, and  
12 you guys all more eloquently identified the  
13 complexity of this problem set, which  
14 includes among others with the fact this is  
15 multi-state, multi-region, multi-water basin  
16 multi-profession, multi-stakeholder, multi,  
17 multi, multi.

18 This is a tough problem set to address.  
19 We're not going to be able to address it  
20 completely without your help, so thank you  
21 very much for your attendance tonight, for  
22 providing us your comments.

23 And if you have those in paper, if you  
24 could please provide those to our  
25 stenographer, and we look forward to

1 addressing your comments and your questions  
2 that were provided here, just from my notes  
3 that I took. So I'm going to comment on  
4 one, for under what authority are we able to  
5 move forward on the issue with safety, which  
6 is important to all of us. The suggestion  
7 and the recommendation on holistic solution  
8 sets, the challenge that our nation's  
9 infrastructure faces to the maintenance of  
10 this transportation methods and ways.

11 I appreciate, Mr. Kindl, sir, you  
12 identifying that the dead zone was a planned  
13 event and no negligence.

14 And thank you very much for the  
15 gentleman who was on the line that  
16 specifically mentioned the shared  
17 responsibility for ANS, because we certainly  
18 are not going to be able to do all of this  
19 by ourselves. And ladies and gentlemen --  
20 Mr. Moderator, do you have any other  
21 comments?

22 MODERATOR ZABOROWSKI: Just a little one.  
23 Thank you, Lieutenant Colonel Lovell.

24 So before anybody leaves and before  
25 those on the webinar sign off, I'd just like

1 to remind everyone that our public comment  
2 period runs until January 30th, so the end  
3 of the month basically.

4 Instructions on how to submit comments  
5 by mail or in person can be found on the  
6 back of the comment registration form or you  
7 can go to our project website and submit a  
8 comment that way or you can find  
9 instructions on how to mail something to us  
10 there.

11 So if you didn't receive, for some  
12 reason, a copy of the account registration  
13 form or any other reading materials, feel  
14 free to grab a copy on the way out. If  
15 you'd like an extra copy, please take that  
16 as well.

17 So at this time, it concludes the public  
18 meeting that we've had here, and the time is  
19 now 4:03 p.m.

20 Thank you all for coming. And we'll be  
21 here for a little while, if you want to ask  
22 any other questions of us afterwards. We  
23 thank you all on the webinar for  
24 participating with us tonight.

25 (Whereupon the public meeting concluded.)

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C E R T I F I C A T E

This certification is valid only for a transcript accompanied by my original signature and original required seal on this page.

I, MARYBETH E. MUIR, Certified Court Reporter in and for the State of Louisiana and Registered Professional Reporter, as the officer before whom this public meeting was taken, do hereby certify that, hereinbefore set forth in the foregoing 60 pages; is the public meeting reported by me in the stenotype reporting method, was prepared and transcribed by me or under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding; that the transcript has been prepared in compliance with transcript format guidelines required by statute or by rules of the board, that I have acted in compliance with the prohibition on contractual relationships, as defined by Louisiana Code of Civil Procedure Article 1434 and in rules and advisory opinions of the board; that I am not related to counsel or to the parties herein, nor am I otherwise interested in the outcome of this matter.

This 20th day of January, 2015.

  
MARYBETH E. MUIR, CCR, RPR

Capital Reporting Company  
GLMRIS-Brandon Road Public Meeting 01-08-2015

<p style="text-align: center;"><u>          </u> \$ <u>          </u></p> <p><b>\$18</b> 44:3</p> <p><b>\$278,000,000</b> 28:1</p> <p><b>\$50</b> 30:13 34:3 44:16</p> <p><b>\$86</b> 33:3</p> <p style="text-align: center;"><u>          </u> 1 <u>          </u></p> <p><b>1</b> 13:6 21:14</p> <p><b>10</b> 14:1,24</p> <p><b>109-year-old</b> 32:8</p> <p><b>1100</b> 32:25</p> <p><b>113</b> 33:2</p> <p><b>120</b> 40:23</p> <p><b>14</b> 29:22</p> <p><b>1434</b> 60:11</p> <p><b>150</b> 34:23</p> <p><b>1600</b> 17:15</p> <p><b>18</b> 19:24 29:20</p> <p><b>19</b> 56:22</p> <p style="text-align: center;"><u>          </u> 2 <u>          </u></p> <p><b>200</b> 32:9 51:3</p> <p><b>2006</b> 28:2</p> <p><b>2007</b> 29:14 41:11</p> <p><b>2014</b> 4:7 29:21 30:9 36:5 37:13</p> <p><b>2015</b> 1:4 5:7 60:14</p> <p><b>20th_day</b> 60:14</p> <p><b>250</b> 47:22</p> <p style="text-align: center;"><u>          </u> 3 <u>          </u></p> <p><b>30th</b> 5:6 23:17 59:2</p> <p><b>35</b> 17:11</p> <p style="text-align: center;"><u>          </u> 4 <u>          </u></p> <p><b>4,600</b> 47:20</p>	<p><b>4:03</b> 59:19</p> <p style="text-align: center;"><u>          </u> 5 <u>          </u></p> <p><b>5</b> 13:6</p> <p><b>5,000</b> 34:23</p> <p style="text-align: center;"><u>          </u> 6 <u>          </u></p> <p><b>60</b> 60:6</p> <p><b>600-foot</b> 30:16 44:25</p> <p><b>63144</b> 51:1</p> <p style="text-align: center;"><u>          </u> 7 <u>          </u></p> <p><b>700</b> 40:8</p> <p><b>70002</b> 36:22</p> <p><b>70003</b> 39:9</p> <p><b>70068</b> 34:21</p> <p><b>70084</b> 34:21</p> <p><b>70116</b> 27:12</p> <p><b>70117</b> 27:12</p> <p><b>70118</b> 39:16</p> <p><b>70123</b> 39:8</p> <p><b>70174</b> 32:6</p> <p><b>70452</b> 27:12</p> <p><b>77007</b> 47:13</p> <p><b>77562</b> 36:22</p> <p style="text-align: center;"><u>          </u> 8 <u>          </u></p> <p><b>8</b> 1:4</p> <p><b>800</b> 40:8</p> <p style="text-align: center;"><u>          </u> 9 <u>          </u></p> <p><b>900</b> 47:21</p> <p style="text-align: center;"><u>          </u> A <u>          </u></p> <p><b>ability</b> 14:3 60:8</p> <p><b>able</b> 14:19 26:12 43:8 47:2 57:19 58:4,18</p>	<p><b>absolutely</b> 33:23 50:18</p> <p><b>accept</b> 21:6</p> <p><b>acceptable</b> 30:15</p> <p><b>accepting</b> 46:20</p> <p><b>accident</b> 45:5 49:21</p> <p><b>accommodate</b> 44:25</p> <p><b>accompanied</b> 60:2</p> <p><b>According</b> 30:12</p> <p><b>account</b> 59:12</p> <p><b>accurate</b> 8:25</p> <p><b>accurately</b> 26:4</p> <p><b>acknowledge</b> 19:5,15 20:20 21:4</p> <p><b>acknowledged</b> 18:16 19:11</p> <p><b>across</b> 17:15</p> <p><b>Act</b> 2:11 22:8</p> <p><b>acted</b> 60:10</p> <p><b>action</b> 15:2 53:18 54:12</p> <p><b>actions</b> 11:12</p> <p><b>active</b> 11:9 34:24</p> <p><b>actively</b> 36:2</p> <p><b>activities</b> 7:2,23 22:25 35:10</p> <p><b>activity</b> 41:10 49:14</p> <p><b>add</b> 30:16 35:2 36:23 38:6</p> <p><b>additional</b> 15:1 21:23 30:1 56:16</p> <p><b>Additionally</b> 35:24 46:19</p> <p><b>address</b> 8:9 11:4</p>	<p>23:23 29:13 36:8 57:18,19</p> <p><b>addressed</b> 8:7 20:12,13 44:17</p> <p><b>addressing</b> 16:12 46:22 58:1</p> <p><b>adhere</b> 20:21 54:25</p> <p><b>ado</b> 26:17</p> <p><b>adopt</b> 48:2</p> <p><b>advance</b> 26:13</p> <p><b>advisory</b> 60:11</p> <p><b>Affairs</b> 36:21</p> <p><b>affect</b> 7:8 33:16,19</p> <p><b>affecting</b> 32:16</p> <p><b>affects</b> 32:14</p> <p><b>afternoon</b> 2:2,16 3:7 6:9 9:8 34:18 36:18</p> <p><b>afterwards</b> 10:2 59:22</p> <p><b>ag</b> 51:19</p> <p><b>against</b> 11:22 28:21</p> <p><b>agencies</b> 4:1 10:9,10</p> <p><b>agency</b> 21:20 22:5 23:9</p> <p><b>ago</b> 38:9</p> <p><b>agri-businesses</b> 51:20</p> <p><b>agriculture</b> 51:7</p> <p><b>ahead</b> 2:5 27:13 29:25</p> <p><b>Alaska</b> 47:19</p> <p><b>allow</b> 24:22</p> <p><b>allows</b> 30:5</p> <p><b>already</b> 45:12</p>
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