

UNITED STATES OF AMERICA
ARMY CORPS OF ENGINEERS

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PUBLIC MEETING ON THE GREAT LAKES
AND MISSISSIPPI

RIVER INTERBASIN STUDY

BRANDON ROAD REPORT

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MONDAY,
SEPTEMBER 11, 2017

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The Public Meeting was convened in the Assembly Hall Auditorium, Basement Level of the James R. Thompson Center, 100 West Randolph Street, Chicago, Illinois, at 1:00 p.m., Colonel Craig Baumgartner, presiding.

PRESENT:

COLONEL CRAIG BAUMGARTNER, Facilitator
ANDREW LEICHTY, Program Project Manager
JEFFREY ZUERCHER, Project Manager
DENNIS HAMILTON, Deputy District Engineer
KIMBERLY SABO, JD District Counsel
MICHAEL COX, Chief of Operations
DENA ABOU-EL-SEOUD, Economist
JOHNNA POTTHOFF, Planner
SUSANNE DAVIS, Chief of Planning
MARK CORNISH, Environmental Planning

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

2 MR. ZUERCHER: Good afternoon, ladies
3 and gentlemen. I would like to welcome you. If
4 I could ask everyone now to have a seat and also
5 at this time we'd ask you take your cell phones
6 out and turn them on to mute or turn them off.
7 Our last meeting we had several people that
8 received phone calls in the middle of the
9 meeting, so unless you want to be embarrassed or
10 have to pick up your phone in the middle, we just
11 ask that you take time right now, double-check to
12 make sure they're turned off. A good reminder
13 for everybody. All right, welcome to everybody.
14 My name is Jeff Zuercher, the GLMRIS Program
15 Manager and I just want to give you a brief
16 introduction to GLMRIS.

17 GLMRIS is one part of a multi-layered
18 approach by the U.S. Army Corps of Engineers in
19 our fight against aquatic invasive species. Our
20 other efforts include operating the electric
21 barriers in the Chicago Sanitary and Ship Canal,
22 along with monitoring the location of Asian carp.

1 Previous efforts from GLMRIS have evaluated both
2 the Chicago area waterways and other potential
3 pathways. With this current effort we've been
4 tasked with looking at the potential options and
5 technologies for preventing one-way transfer of
6 aquatic invasive species through Brandon Road
7 Lock and Dam. But before I introduce our panel
8 let me get through some ground rules and some
9 housekeeping.

10 In the event of an emergency we have
11 exits located on either side of the front stage
12 as well as at either side in the back. And also,
13 bathrooms are located outside. Our team has
14 organized this public meeting to accomplish two
15 goals. First, we're going to present the
16 findings and the information of the tentatively
17 selected plan, and second, we're here to solicit
18 the public input.

19 The Army Corps of Engineers will be
20 collecting comments through November 16th of
21 2017. Comments then will be compiled and posted
22 on the GLMRIS website. For comments to be

1 formally included they need to be given at an
2 oral comment period, at one of our three
3 meetings, or submitted as a written comment, or
4 submitted as a web comment through our project
5 website.

6 We're going to begin today's meeting
7 with a brief presentation followed by the public
8 comment period. The public comment period is
9 scheduled to end at 5 o'clock, because we need to
10 get out of this room since the building closes at
11 6 o'clock.

12 I would like to introduce our panel to
13 you. We have our court reporter over here on the
14 far left, then Mark Cornish is our Environmental
15 Planning. We have Sue Davis, our Chief of
16 Planning, Johnna Potthoff, one of our Planners,
17 Dena Abou-El-Seoud, our Economist. Mr. Mike Cox,
18 Chief of Operations, Colonel Baumgartner,
19 Commander of the Rock Island District. Dennis
20 Hamilton, Deputy District Engineer, and Andy
21 Leichty, the Project Manager for Brandon Road.

22 With that, I'd now like to turn it

1 over to Colonel Baumgartner for his opening
2 comments.

3 COL. BAUMGARTNER: Okay, good
4 afternoon and thanks for joining us today and I
5 want to make my comments really quick because
6 what's most important is we want, certainly, to
7 hear from you all and get to the public comment
8 period.

9 To recognize, today is of course,
10 September 11th, and only 16 years ago, of course,
11 tragedy struck our nation, and then recognizing
12 we're in the peak of hurricane season, and with
13 Hurricane Harvey impacting the states of Texas
14 and Louisiana, and then of course Hurricane Irma
15 with impacts in the Caribbean and also the state
16 of Florida and beyond. Obviously, my thoughts
17 and prayers are with the victims and the family
18 and friends of those victims.

19 As I was saying, thanks for taking the
20 time to join us for what is a most critical part
21 of our study process and that's the gathering of
22 public comments. This is the first of three

1 public sessions that we'll have. We have two
2 more after today. There will be one in Muskegon,
3 Michigan on the 14th of September and also
4 Joliet, Illinois on the 18th.

5 And, of course, all three of these
6 public meetings have significant importance to
7 the Corps of Engineers as we share our
8 Tentatively Selected Plan for the Brandon Road
9 study. Today we brought our subject matter
10 experts, as already introduced, in order to
11 inform you about the Corps' Tentatively Selected
12 Plan. Hopefully you are aware that the report
13 has been available for review and has been since
14 early August. It will remain available for
15 public review and comment formally through 2-
16 October as part of a 45 day public period.

17 However, hot off the press, I'm glad
18 to announce that we intend to grant a 45 day
19 extension, which will take the public commentary
20 out to 16-November. This extension will be
21 posted to the Federal Register in the coming
22 days. Addressing the spread of the Asian carp

1 and other aquatic nuisance species is definitely
2 a shared responsibility and that we worked at
3 very closely, of course, at the federal, state
4 and local levels. As well as we must keep in
5 mind, our international obligation with our
6 neighbors to the north, Canada.

7 These entities have been working
8 diligently as part of an Asian Carp Regional
9 Coordinating Committee and multiple other venues,
10 and I'm proud of the Army Corps of Engineer's
11 role in that effort. After the release of the
12 Great Lakes Mississippi River Interbasin study
13 report back in 2014, the Assistant Secretary of
14 the Army and Civil Works directed the Corps to
15 evaluate potential options and technologies at
16 the Brandon Road Lock and Dam to prevent the
17 upstream transfer of aquatic nuisance species
18 from the Mississippi River Basin to the Great
19 Lakes Basin, and to prevent that to the maximum
20 extent possible, but also keeping in mind while
21 minimizing the impact to waterway uses and users.

22 It should be noted that the

1 Tentatively Selected Plan that you will learn
2 about today is just that, tentative. There are
3 many steps between this tentative plan that we'll
4 show you today and the Corps' Chief's Report
5 planned for August of 2019. Thanks again for you
6 attendance and your invaluable comments and input
7 that you will provide. I will end by thanking
8 the collective teams who have brought this
9 meeting together. There was a lot of hard work
10 and coordination that occurred behind the scenes.
11 Thanks again for your attendance and I look
12 forward to speaking with you individually as time
13 allows today. Thank you.

14 MR. LEICHTY: Can you hear me okay?
15 Thank you all for coming today, we appreciate
16 everyone coming to provide comment and input.
17 And so what I'd like to do is quickly provide an
18 overview of the study, what we've done to date
19 and the process that we're in currently right now
20 and then how do we get to the end of feasibility.
21 So, I'll do this quickly so we can get to the
22 comment period.

1 The study scope, the GLMRIS report
2 that came out in 2014 was the basis for the
3 Brandon Road study. So, in that report it
4 identified Brandon Road as site and that three
5 out of six structural alternatives as a location
6 to install control points before aquatic nuisance
7 species could migrate up into the CAWS area
8 waterway system that we can see on the back of
9 the map here. So, the key here is to have a
10 control point before we get further upstream
11 where you then need multiple control points.

12 Again, as Colonel Baumgartner
13 mentioned, in September of 2014, then Assistant
14 Secretary of the Army for Civil Works directed
15 the Corps to proceed with a study of control
16 measures and to evaluate their effectiveness to
17 prevent the one-way transfer of aquatic nuisance
18 species into the Great Lakes Basin. So, our
19 study scope then is to minimize transfer of
20 aquatic nuisance species into the Great Lakes,
21 while minimizing impacts to waterway users and
22 uses.

1 So, the team formulated, based on
2 three modes of transport, so there's swimmers,
3 floaters and hitchhikers that make up the aquatic
4 nuisance species that we're looking at. And
5 specifically the Asian carp and Bighead Carp are
6 swimmers, floaters are the larval fish or eggs
7 and then the hitchhikers would be known as the
8 scud, or fresh water crustaceans.

9 The GLMRIS report identified these
10 aquatic nuisance species that were present in the
11 Great Lakes, or I'm sorry, in the Mississippi
12 River Basin that could transfer into the Great
13 Lakes Basin, and that a team during this Brandon
14 Road study looked to confirm that that was still
15 the case, they are still the aquatic nuisance
16 species of concern and that is the case. So,
17 we're looking at the Bighead, Silver Carp and the
18 ccud.

19 So, why Brandon Road? Again, it's a
20 control point before you get up into the CAWS
21 water system and you need more control points up
22 there and there would be other impacts as well

1 concerning flooding. So, another key feature
2 though about Brandon Road is the high-head dam.
3 So, what we have seen in the Mississippi River
4 Basin and the Ohio River Basin, when you have
5 flooding events or high water, carp are able to
6 move upstream by going over or around obstacles
7 in the river.

8 So, here at Brandon Road that would
9 not be the case. So, the only pathway for
10 aquatic nuisance species then leaves the lock
11 chamber itself. So, this provides us then with
12 the opportunity to install control measures in
13 the approach channel to prevent transfer of
14 species beyond Brandon Road.

15 So, I'd like to thank all of our
16 partners, and we have several of them here today.
17 There's a lot of state and local agencies,
18 federal agencies, stake holders, NGOs and
19 industry that provided a lot of input. And
20 these, this group of people have been established
21 already before, addressing aquatic nuisance
22 species issues, and so we decided to leverage the

1 expertise of these members and partners and
2 groups to inform our study. So, the Brandon Road
3 study looked to take best available information
4 to formulate our alternatives and do our
5 evaluation.

6 So, we relied heavily on the subject
7 matter expertise of others and other agencies and
8 stakeholder groups, and we also relied heavily on
9 research from others, and data to provide input
10 to make our study the, to form the alternatives
11 and do our evaluation. Also a key, is that we
12 will need continue to have this type of a
13 partnership. We have several of our partner
14 agencies that are part of the plan that is
15 proposed for implementation and then also aquatic
16 nuisance species are a shared responsibility.
17 And this highlights that shared responsibility,
18 because it takes the abilities and skills,
19 talents and authorities of all these member
20 groups to work together to prevent the transfer
21 of aquatic nuisance species.

22 Safeguarding our nation's resources.

1 So, our team was very cognizant of the importance
2 and significance of the Great Lakes Basin in the
3 inland waterway system and they are very
4 important to not only the region, but also to the
5 nation. So, our team was cognizant of that and
6 as we put together our alternatives and did our
7 formulation and analysis, we wanted to make sure
8 that we were safeguarding these resources for our
9 nation.

10 So, what is it that we are trying to
11 protect? We're looking at the one-way transfer
12 of aquatic nuisance species of the Great Lakes.
13 Twenty percent of the freshwater in the world is
14 in the Great Lakes Basin. There are over 5,000
15 tributaries in the Great Lakes Basin. There is
16 commercial fishing, recreational fishing and lots
17 of recreation, as well as endangered species.

18 The consequences of establishment. So
19 here, first off, there are areas of establishment
20 already of Asian carp and so what we've seen is
21 significant impacts to the bio-diversity of those
22 areas where carp are already established, and a

1 decrease in some fish populations and the
2 plankton. There is concerns with safety, from
3 people being hit by fish, but also there's a
4 decrease in recreational use in some of these
5 areas that has been noticed.

6 So, last year the National Oceanic and
7 Atmospheric Administration completed their food
8 web modeling study on Lake Erie. And what they
9 determined was, that there is suitable habitat in
10 Lake Erie to establish an Asian carp population
11 and potentially a mass of carp, a bio-mass of 10
12 to 34 percent. So, I'll talk a little about the
13 control measures that the team looked at and so
14 these are measures that we use to formulate
15 alternatives.

16 First off, is the non-structural
17 measure, and what that would do is allow the
18 agencies that are already working, for example on
19 response and monitoring and overfishing,
20 commercial fishing. Those types of activities
21 would continue, as well as a continuation of the
22 public outreach and education, continue those

1 types of activities to inform the public about
2 what's going on, as well as commercial fishing,
3 to keep the population at the control point
4 lower. The engineered channel is a key feature
5 of the control measures. It allows us to enhance
6 the effectiveness of the electric barrier, and
7 complex noise and it provides a platform to test
8 and research new technologies that could come
9 online, then implement those if they are
10 implementable.

11 The electric barrier itself provides
12 a deterrent to swimmers, fish. It stuns the fish
13 and deters them from going upstream. Complex
14 noise would be speakers that would be installed
15 in the engineered channel. They provide sound,
16 and more importantly sound waves that deter Asian
17 carp and other species in the waterway. The
18 flushing lock would benefit from the pool at
19 Brandon Road. We would utilize the water from
20 the upper pool to move through the lock chambers.
21 We would use the control valves and conduit
22 system there and allow water to move through the

1 lock while the gates are open at the lower end
2 and move floaters out. Those again would be the
3 fish eggs or larva. So, that is how the flushing
4 lock would work.

5 So, we formulated some alternatives
6 using those control measures, and so we have a
7 range of alternatives from the do nothing
8 alternative. So, we looked at what are the
9 conditions now and a future without project, and
10 then we looked at the non-structural alternative
11 which I mentioned, and then we had three
12 technology alternatives. One was electric
13 barrier, the second was complex noise and the
14 third was electric barrier and complex noise
15 combined, and then of course a lock closure. The
16 one key thing to note here is, as alternatives
17 are laid out there are no measures that are
18 effective 100 percent all by themselves. So,
19 what we have here is a defense in layers.

20 Evaluation criteria. So, what we
21 looked at as we evaluated those alternatives is,
22 first off, how effective are the alternatives at

1 preventing the transfer of aquatic nuisance
2 species into the Great Lakes. And then life
3 safety relative to the alternatives, that was a
4 key factor in determining how to select the right
5 one. Impacts to navigation, the cost to O&M
6 features, and also how many control points did
7 that provide, and then did it address the modes
8 of transport, which are swimming, floating and
9 hitchhiking.

10 So, after the evaluation was complete
11 the team selected the technical alternative,
12 complex noise with electric barrier. We selected
13 that on the basis that it does reduce the risk of
14 transfer of aquatic nuisance species into the
15 Great Lakes and allows for navigation. And
16 again, the key features, as I mentioned before,
17 are the engineered channel enhances the
18 effectiveness of our structural alternatives and
19 provides a platform for future control
20 technologies that can be tested and implemented
21 in the future.

22 It also provides two control points.

1 So, there's the electric barrier already in
2 operation at Romeoville, which will continue, and
3 this provides a second control point, again,
4 defense in layers. And also this option
5 addresses two of the modes of transport, which
6 are swimmers and floaters. The cost to implement
7 this structural feature is \$275 million and the
8 cost to operate and maintain it on an annual cost
9 is \$8 million. The cost to conduct the non-
10 structural alternative, which is continued
11 research and monitoring and overfishing and
12 public outreach education is \$11 million per
13 year. And if we did receive appropriation we
14 believe we could engineer and design, construct
15 the project within five years from appropriation.

16 Implementation, so this is a key, a
17 part of our selection as well. Clearly safety is
18 a high priority to maintain and we want to also
19 adaptively manage these control measures as we
20 implement them. So, as we put the electric
21 barrier and complex noise into action we want to
22 be able to optimize their effectiveness. But

1 that also would go in conjunction in working
2 with the Coast Guard and the navigation industry
3 to make sure that we're doing it in a safe way.
4 So, we want to effectively optimize the
5 technologies that we have, but first recognizing
6 safety. So, there will be ongoing work that we
7 would have with partners, with the Coast Guard
8 and with the navigation industry as we go forward
9 and adaptively manage the effectiveness of these
10 control measures and bring in online potential
11 new measures.

12 This is the study schedule, and so as
13 we mentioned up front we know we are doing this a
14 little bit sooner than we normally would, the
15 public input and comment. So, the Corps has a
16 new, a planning process that we've implemented
17 here in the last couple years and so it's a five
18 phase process and right now we're in the third
19 phase of that process of public review. And so
20 this is an opportunity where we get the input and
21 feedback from you at a sooner point in the study.
22 So, then what we will do is we'll take the input,

1 comments and feedback that we have and then we
2 can continue on with the remaining feasibility
3 analysis, incorporating the comments and input
4 that we have to tweak our analysis or cover gaps
5 that we may have in our data or what we have
6 looked at.

7 As Colonel Baumgartner and Jeff
8 already mentioned, the comment period ends the
9 16th of November. So, there is a 45 day
10 extension, for a full 90 days and that notice
11 will be coming out so please check our website
12 for updates. That just happened here today, so
13 we're going to be getting that notice out to you
14 folks.

15 So, the next step in our planning
16 phase then is to complete the agency decision
17 milestone. The team will take the comments and
18 input that were received and look at the reviews
19 and what it is that we need to accomplish to
20 finish up the feasibility study, provide that
21 recommendation to senior leaders and then if
22 that's approved by them we would then move on in

1 to the final feasibility phase. What we would be
2 doing in the final feasibility phase then is
3 additional engineering and planning analysis. We
4 would conduct a value engineering study, cost
5 schedule and risk analysis, and then we also have
6 a final agency technical review.

7 And I also just want to mention,
8 currently in this public review phase there other
9 ongoing reviews with the public review, so I want
10 to mention them real quick. Agency technical
11 review, we're going to have other technical
12 experts around the Corps who are not part of team
13 are reviewing our plan and then later this fall
14 we're going to have an independent external peer
15 review, which would be accomplished through
16 contract. That review will be conducted and
17 finished late this fall.

18 At the end of the feasibility phase we
19 would get to our senior leaders review milestone.
20 The team would prepare the final report, take in
21 all the reviews and cost of schedule risk
22 analysis and value engineering study, have the

1 final report ready for senior leaders review, and
2 then we go into preparation for the Chief's
3 Report, and again, there's another layer of
4 reviews there. The Chief's Report, which is to
5 be completed in August of 2019. We would conduct
6 state and agency NEPA review, a final independent
7 external peer review and legal certification
8 review and then a Record of Decision, or ROD,
9 would be prepared and signed by the Assistant
10 Secretary of the Army.

11 At that point of that process then the
12 chief of engineers can provide the Chief's Report
13 to the Assistant Secretary of the Army for
14 review. They would provide it to OMB for review,
15 and then it will get up to Congress. So we'll
16 look at that timeline here on the next slide.
17 So, again the Chief's Report is scheduled to be
18 completed in August of 2019.

19 So, this slide here is intended to try
20 to tie together the planning process, where we're
21 at and all the way up through the end of
22 construction. So, a note here in the middle

1 where we have administration and congressional
2 review. That's an assumption made by the team
3 because we don't put a schedule on the
4 administration or Congress, but for the planning
5 purposes to lay out our timeline, we had to make
6 an assumption. So, we assumed the fall of 2020
7 that we would have authorization and
8 appropriation. Then we could start with the
9 engineering and design. The non-structural
10 measure component could be implemented at that
11 time with the funding. And then in 2022 we would
12 begin construction and in 2025 complete
13 construction.

14 So, I thank you for coming today and
15 we look forward to gathering your input and
16 feedback. I want to highlight here that we do
17 have the GLMRIS website, that is key site that
18 provides information about the study and a place
19 where you can go and learn more about the process
20 and what it is that we're doing. The report is
21 there for review, and the ability to provide
22 comments. We highly recommend that people go to

1 the website and provide their comments. We do
2 accept them here today orally and written.

3 If you would like to contact us,
4 please do so through Facebook or Twitter or by e-
5 mail. And again, just to remind you as I have
6 already mentioned, we have two more public
7 meetings coming up. Again, this Thursday the
8 14th in Muskegon, Michigan and then next Monday
9 in Joliet, Illinois. With that I turn it back to
10 Jeff here.

11 MR. LEICHTY: Thanks, Andy. So, now
12 we have come to the time to start our comment
13 period, but before we get into the comment period
14 we also have a chance now, if anyone would have
15 any short clarifying questions they would like to
16 address to the panel, we'd give you opportunity
17 for a few of those questions. We will need to
18 keep it short, though, so that we can get a
19 chance for everybody to get to their comments.
20 If you'd come down to the microphone and ask your
21 question, we'd appreciate it.

22 MS. MUENCH: Andrew, you can probably

1 answer this question. Going back to the
2 timeline, it shows on the timeline, I believe
3 that after, that there won't be anything done on
4 NEPA or asking for NEPA comments until after the
5 TSP is released and that's not what has
6 transpired at this point. There has been
7 requests for NEPA comments on issues, both to the
8 public and to federal agencies. So, what does
9 that mean at this point?

10 MR. LEICHTY: I'm sorry, I'm not sure
11 I understand your question. So, you're saying
12 that the comments have already --

13 MS. MUENCH: You have NEPA as a third
14 step after the TSP is released, correct?

15 MR. LEICHTY: Yes.

16 MS. MUENCH: And that's not what has
17 happened. There has been request for NEPA
18 comments.

19 MR. LEICHTY: Yes, that is --

20 MS. MUENCH: So, what is this going to
21 do to the timeline and why did you do it before
22 you did it? Because we're all relying on this

1 timeline and it's already been not followed.

2 MR. ZUERCHER: So, you're saying that
3 we're doing the NEPA process sooner than in the
4 past?

5 MS. MUENCH: I don't, no, not in the
6 past, but according to your SMART feasibility
7 study timeline there is nothing in there for NEPA
8 until number three, after the Tentatively
9 Selected Plan is released. You've already asked
10 for NEPA comments.

11 MR. ZUERCHER: Yes, so that, what that
12 represents is a part of the NEPA review process,
13 you know, taking public comments, but NEPA has
14 been in action already and I can consult our
15 expert to answer that. But we have sent out the
16 coordination letters to others to gather
17 information and so forth, if that's what you're
18 referring to and maybe Mark can correct me, he's
19 our expert on NEPA.

20 MS. MUENCH: Well, I'd love to hear
21 Mark's comments, but I'd also like to hear what
22 else is wrong on this timeline. What else is

1 incorrect on this timeline.

2 MR. ZUERCHER: We have --

3 MS. MUENCH: I'm sorry?

4 MR. ZUERCHER: Did he see something
5 wrong there, I don't know if you we're asking me
6 --

7 MS. MUENCH: Well, no, NEPA is number
8 three. Maybe I'm not asking this question right,
9 but number two is where the TSP is released,
10 right?

11 MR. ZUERCHER: Yes.

12 MS. MUENCH: Okay, it says NEPA is
13 done after that.

14 MR. ZUERCHER: Yes, and it's actually,
15 just to clarify NEPA is an ongoing process and it
16 will continue through the full planning process.
17 So, it's been ongoing, it's happening now with
18 the public review and comments and getting input,
19 and we'll continue to take input and the NEPA
20 process through the end of the Chief's Report.
21 So, there's further state and agency NEPA review
22 that's going to happen further out during the

1 Chief's Report phase, that would be phase five.

2 Does that answer your question?

3 MS. MUENCH: Well, are there any other
4 changes to that timeline then?

5 COL. BAUMGARTNER: If I could just
6 jump in here and address your question, because I
7 think the other thing that's being discussed that
8 might be missed, is the depth of issue, you know,
9 the Tentatively Selected Plan. For the Corps,
10 when we say Tentatively Selected Plan milestone
11 achieved in December of '16, that is the project
12 delivery team briefing, the vertical chain, the
13 Tentatively Selected Plan. That's the definition
14 by which it's marked as December '16 there. Does
15 that answer your question? Because I think what
16 you're referring to is Tentatively Selected Plan
17 and us announcing and sharing with public
18 comment, but what happened in December '16 is
19 when we briefed our Tentatively Selected Plan and
20 up our vertical chain within the administration.

21 MS. MUENCH: There were actually
22 requests for NEPA comments before December of

1 2016.

2 COL. BAUMGARTNER: Yes.

3 MS. MUENCH: Yes, so go ahead.

4 MR. CORNISH: All right, thanks, Lynn,
5 and I appreciate the question. You're right, the
6 slide is a little bit misleading in that it
7 states NEPA is a process that occurs during that
8 timeline. As Andy had mentioned earlier, the
9 scoping letters went out a while ago to state
10 and federal agencies. We've involved industry as
11 well in some of the early scoping. From some of
12 the meetings that we've had industry at to try
13 and identify alternatives and the issues that
14 might appear with those. That's part of the NEPA
15 process and of course the meeting that we're at
16 here today is also a very important part of the
17 NEPA process. So, if we can bring the opinions
18 of the public and the agencies and the
19 individuals who are here today and get that as
20 part of the formal record on the decisions that
21 are going to be made in the future through the
22 NEPA process, the environmental impact statement,

1 which could result in a Record of Decision issued
2 by the Corps of Engineers regarding this project.

3 MR. ZUERCHER: All right, thank you
4 for that question. Is there any further
5 questions, anyone else that would like to ask a
6 clarifying question? Yes?

7 MS. SMILINGCOYOTE: Do you mind if I
8 just shout it?

9 MR. ZUERCHER: Sure.

10 MS. SMILINGCOYOTE: Following up on
11 that, where in this timeline would you anticipate
12 issuing a ROD? Because, again, this mainly talks
13 about internal time going under four, like is the
14 ROD somewhere between three and four? Is it
15 somewhere between four and five?

16 MR. LEICHTY: It's actually in the
17 fifth phase, in the Chief's Report phase. So,
18 before the Chief of Engineers can issue the final
19 recommendation up to the Assistant Secretary of
20 the Army, the Record of Decision, which is the
21 ROD, must be signed by the Assistant Secretary of
22 the Army for Civil Works. And then with the

1 report package in that Record of Decision, then
2 it would go back up the administrative chain for
3 review.

4 MS. SMILINGCOYOTE: Thanks.

5 MR. ZUERCHER: Yes, ma'am, in the
6 back.

7 MS. GEERTSMA: If it is not
8 inappropriate to ask, can someone provide a brief
9 summary of why closing the locks is not being
10 considered at this time?

11 MS. POTTHOFF: Hi, I'm Johnna
12 Potthoff, I'm one of the planners. And so Andy
13 showed the slide where main problem is. We had
14 no action all away along -- and then he also
15 showed the slide, oh, sorry, he also showed the
16 slide with our evaluation criteria. In that
17 evaluation criteria we have effectiveness, as
18 well as ineffectiveness and so when we took a
19 look at the impacts associated with lock closure,
20 it was \$318 million annually on navigation loss,
21 in navigation loss, in loss in transportation
22 causing [inaudible] and we weighed the

1 difference in the implemental risk reduction. We
2 chose, we selected the technology alternative
3 that's recommended here in the TSP.

4 MR. ZUERCHER: Yes, sir?

5 UNIDENTIFIED SPEAKER: Did this study
6 require additional congressional authority or are
7 you piggy backing off of the original
8 Government's congressional authority?

9 MR. ZUERCHER: I can take that one.
10 So, this was off the original GLMRIS authority
11 that allowed us to do the study for this work
12 particularly. All right, thank you for those
13 clarifying questions. We now would like to move
14 into our comment period. Everybody here has been
15 waiting eagerly for this, I know, and so we do
16 have a time constraint here in this building. We
17 must be done around 5:00 o'clock so we can clear
18 out by 6:00 because the building closes and
19 they'd rather not lock us in.

20 So, to keep everyone moving along we'd
21 ask that you keep your comments to three minutes.
22 If you have a comment that is longer than three

1 minutes and we are finished prior to 5:00
2 o'clock, we will give you a chance to come up and
3 finish your comment at that time. Or,
4 alternatively, you can also take advantage of the
5 fact that we have comment sheets at the back of
6 the table where you checked in. You can submit
7 your written comment that way, or you can also
8 visit our website and submit your comment on the
9 website. Any of those options will get your
10 comment in the record.

11 To help each of you maintain three
12 minute comments, I have a set of slides that is a
13 set of timer slides. It will start with a green
14 slide and after two minutes it will move to a
15 yellow slide. Then you will see 15 increment
16 countdown after that. Once it gets to the red
17 slide I ask that you stop your comment and be
18 done at that point in time. And at the end of
19 our registered users I will ask you to come back
20 up if you would choose to do so, to finish your
21 comments at that point in time.

22 We do have a court reporter here who

1 will be recording your comments for the record.
2 In order for your comment to count on the record
3 I ask that you state your name. If you are part
4 of an organization you can include that as well,
5 but it is very important that we have your name
6 and your zip code. Without your name and your
7 zip code, your comment cannot be recorded as part
8 of the official record.

9 We will start in the order of the
10 following. We have some people that have pre-
11 registered and we'll ask them to go first. Then
12 we'll go over to our phone and webinar to ask
13 anyone on the phone if they would like to submit
14 a comment. If you are on the phone right now you
15 can dial star one or send a note button on the
16 webinar. Click on the send a note button and
17 send it to our moderator, and then I will refer
18 to you in the future and ask if you have any
19 comments.

20 After that is all complete I will turn
21 it over to anyone else in the audience who may
22 not have registered or has shown up since the

1 beginning of this and give them the opportunity
2 to share their comments. At this point, I'd ask
3 the following three people to come down to the
4 microphone and line up and be prepared to give
5 their comments, Jean Smiling Coyote, John Dickert
6 and Albert Ettinger. If you would line up and be
7 ready to go.

8 We'll get a couple at a time so we
9 don't have to wait for you to walk down to the
10 microphone. And again, reminder, please speak
11 into the microphone as clearly as possible so
12 that our court reporter can get all of your
13 comments accurately and let me get the slides out
14 so that we can start that process. All right,
15 Jean, it's all yours.

16 MS. SMILING COYOTE: I am Jean Smiling
17 Coyote, my zip code is 60660. The only sure way
18 to 100 percent prevent the movement of invasive
19 Carp -from the Illinois River into Lake Michigan
20 via the CAWS without human help, is to restore
21 the water divide with solid barriers, most likely
22 made of reinforced concrete.

1 Plugs must be built at, A, the east
2 end of the Cal Sag south of Throop Street, B, the
3 east end of CSSC at Ashland Avenue. Modify the
4 structures at the Thomas J. O'Brien lock to
5 continue to enable ship traffic between Lake
6 Michigan and Lake Calumet, while ensuring the
7 highly modified Calumet River system does not
8 cross the water divide any more.

9 Deconstruct the Brandon Road Locks so
10 that boats cannot cross the divide anymore.
11 Effluent from the Lake Michigan side of
12 Chicagoland, which must be discharged to the
13 Mississippi River Basin, should be conveyed
14 across the water divide by siphons with pumps and
15 one way valves. Locks removed from use should be
16 replaced by newly built break and bulk
17 facilities, where ship cargos will be unloaded
18 and put into various land conveyances, such as
19 trucks and railroads.

20 Some ship cargo should be reloaded
21 into waterborne vessels on the other side of what
22 is, in fact, a modern portage for water transport

1 to its final destination. All of the breaches of
2 the Great Lakes water divide have caused
3 irreparable harm to the native ecosystems. The
4 violations began with the St. Lawrence Seaway.
5 The ecological damage to the Great Lakes caused
6 by alien species inadvertently brought in by
7 ocean going ships is well documented and
8 continues.

9 It is time to accept the natural
10 drainage basins, restore the water divide and
11 deal with it by using modern portages and break
12 and bulk facilities. Americans can do this.
13 Thank you for listening.

14 MR. ZUERCHER: John?

15 MR. DICKERT: I'm John Dickert, I am
16 the President and CEO of the Great Lakes and St.
17 Lawrence Cities Initiative. I want to thank you
18 for giving me the opportunity. A couple months
19 ago, I was --

20 MR. ZUERCHER: Zip code?

21 MR. DICKERT: Pardon me?

22 MR. ZUERCHER: Zip code?

1 MR. DICKERT: 60606. A couple of
2 months ago I was the Mayor of the City of Racine.

3 I'm going to ask you, I'll give you my
4 written comments, but I'm going to ask you to
5 think about this a little differently if we
6 could, please. Because I'm from a family that
7 grew up with emissions, since 1880. We're going
8 to have to look at generations going forward and
9 we're going to have to answer the question
10 whether we did what we needed to do to solve this
11 or not. I know everyone has a role to play in
12 the cogs of this wheel that we're turning right
13 now.

14 But I would tell you that the City of
15 Racine, a little city of 80,000 people, spends
16 \$100,000 a year right now pushing out around its
17 intake valve a chemical just to keep the Zebra
18 Quagga mussels off of it. That doesn't talk
19 about how much we have to do right now to scrape
20 them off of everything that we deal with. That's
21 just to keep them off.

22 So, while I understand that everybody

1 says that we should, we all have a role to play
2 in this, it's going to affect and impact people,
3 what is the cost that the mayors are paying right
4 now for all the invasives and what's the cost of
5 Asian carp going to be when they start coming up
6 to the streams and tributaries.

7 I represent 131 mayors in the United
8 States and Canada. They are terrified of this.
9 They are spending millions in this country and
10 Canada are spending billions of dollars on
11 invasive species. This is checkmate, along our
12 rivers and tributaries if we sit by and don't
13 stop this now and for good. My peers came to me
14 on Friday and we talked and said make it clear,
15 we're already paying too much for invasive
16 species. It's impacting all of our cities and
17 this is going to be the checkmate.

18 Now, I've got mayors all the way up as
19 far as Quebec, Canada terrified of the situation.
20 They know that it's real to them, it's real to
21 all of us, because they're the ones paying for
22 this. They're paying for the results of inaction

1 and they're paying for the results of invasive
2 species. Just like we pay for the results of the
3 industrial era, where we're cleaning up all
4 grounds, we're cleaning up all the polluted
5 sites.

6 So, I'm representing folks who are
7 paying for all of this, as well as the taxpayers
8 who do not want this. So, I'm asking you are we
9 going to be the ones that look at our kids and
10 say that we allowed this to happen. I just came
11 back from the White House a couple weeks ago, who
12 said that they wanted to make sure that the EPA
13 issues and concerns are resolved in two years,
14 not 10 or 20 or 30.

15 So, the question is are we going to do
16 that? Because if, and I'm new at this, so I'm
17 the new guy on the block, but if I'm not wrong
18 we're about 19 years into the situation. So, how
19 about we work with the administration, which
20 we're willing to do, and try to get this resolved
21 one way or another and move through it in the
22 next two years. We have a new Colonel on board,

1 in the Chicagoland area. We welcome him and say
2 let's make this your legacy project. Colonel
3 Locke and other will review, Quad Cities area,
4 but let's make this a legacy project.

5 We're afraid of what happens to all
6 our boaters, our fishermen, our anglers and
7 everyone who enjoy these Great Lakes. So, I'm
8 just asking you from a bigger dynamic, are we
9 going to be the ones that save it for our kids.

10 MR. ZUERCHER: Thank you. Albert?

11 MR. ETTINGER: Hi, I'm Albert
12 Ettinger, 60626, my home zip code. I have an
13 office 60604. I'm a lawyer. I represent a
14 number of environmental groups in manners from
15 time-to-time in the Midwest. I don't have too
16 much to say today. It probably won't shock you
17 that I haven't quite read the entire 500 page
18 report yet. I'd expect I'll have some later
19 comments later. I lean on, that I support this
20 project and our main comment would be that it
21 does not go far enough.

22 The woman who testified reflects that

1 attitude of a lot of people in the other question
2 that we heard, that this is not going far enough.
3 It's obviously not going to protect from a lot of
4 species. And also I want to, I work a lot in the
5 Mississippi River and I think something we're
6 ignoring is that the Great Lakes has contributed
7 as many invasive species, if not more, to the
8 Mississippi system as the other way around.

9 In connection with that, I'd also like
10 to say that I'm pleased, I believe that the
11 proposal here proposed does not, like some of the
12 things we've seen that would work real damage on
13 the aquatic life in the Mississippi system or in
14 the Chicago area waterways. Years ago there's
15 some really, I would say, wacky proposals to boil
16 or fill the Chicago River with ammonia. I'm glad
17 to see that we're not actively considering those
18 anymore. If I have to say that I think that this
19 is part of the solution, but it's just the
20 beginning. Thank you.

21 MR. ZUERCHER: Thank you. Our next
22 group are Ian Hirt, Meleah Geertsma and Jenny

1 Hager. Ian? Ian, whenever you're ready?

2 MR. HIRT: Good afternoon, my name is
3 Ian Hirt, I'm the port director for the Port of
4 Indiana-Burns Harbor. My home zip is 60607, work
5 is 46368.

6 The Port of Indiana-Burns Harbor is
7 located just 20 miles east of Chicago on the
8 south shore of Lake Michigan. I would like to
9 thank the Corps of Engineers for its support of
10 maritime transportation and for the strong
11 partnership we share between our port and the
12 Chicago district office. Burns Harbor is the
13 oldest and most successful of three state run
14 ports operated by the ports of Indiana. Our
15 organization manages nearly 3,000 acres of land
16 along the Indiana shoreline, and serves as the
17 state's lead authority on maritime issues. Our
18 concerns as it relates to GLMRIS and the Brandon
19 Road study involve the potential development of
20 any structures that could impede barge shipments
21 between the Great Lakes and the Mississippi River
22 system.

1 This maritime connection is vital to
2 the ports of Indiana and our entire northwest
3 Indiana economy. The Port of Indiana-Burns
4 Harbor is one of the busiest ports on the Great
5 Lakes and 30 percent of the port shipments go
6 through Brandon Road Lock. Overall, the State of
7 Indiana's maritime shipments along Lake Michigan
8 support over 111,000 jobs and generate \$7.4
9 billion of annual income.

10 Having an uninterrupted barge
11 connection between the Great Lakes and the Gulf
12 of Mexico is critical for Indiana shippers and
13 the entire state's economy. The ports of Indiana
14 support the non-structural initiatives being
15 implemented by Illinois DNR and federal agencies
16 that have reduced the regional Asian carp
17 population by 68 percent. These non-structural
18 efforts have ensured the population has not moved
19 significantly over the last 25 years. Continued
20 application of these efforts will provide the
21 best economic and environmental protection values
22 for the nation.

1 Now, for a few words on the northwest
2 Indiana steel industry. The Brandon Road Lock is
3 critically important for North America's largest
4 steel producing regions. Indiana has been the
5 top steel producing state since 1975. Our state
6 produced 27 percent of America's steel in 2016.
7 There are 18,000 steel workers in northwest
8 Indiana that depend on barge shipments through
9 the Chicago locks.

10 Indiana's lake shore economy is
11 responsible for 40 percent of U.S. economic
12 activity related to Great Lakes shipping, which
13 is largely due to the region's steel production.
14 It is important to note that hindering maritime
15 transportation of goods will impact the future
16 growth of the Port of Indiana-Burns Harbor. The
17 Port of Indiana-Burns Harbor generates \$4.8
18 billion per year in economic activity for the
19 regional economy.

20 In the past three years the port
21 handled its highest total shipments since it
22 opened in 1970. This year shipments are up 15

1 percent. We've doubled the size of our bulk
2 terminal, the country's oldest stevedore
3 established its only inland hub at our port and
4 U.S. DOT just approved a FASTLANE grant that will
5 fund a \$20 million port expansion. This port's
6 future is bright, but its growth depends on
7 unrestricted barge access to the Mississippi
8 River and Gulf of Mexico.

9 We have several concerns about
10 restrictions at Brandon Road. There will be
11 detrimental impacts on the future growth of our
12 port and the regional economy. Several of our
13 largest customers have indicated that they would
14 have shut down their facilities immediately
15 should the locks close and barges provide the
16 only option for year round water borne shipments
17 to northwest Indiana. Thank you.

18 MS. GEERTSMA: Hello, good afternoon,
19 my name is Meleah Geertsma and I am a Senior
20 Attorney with the Natural Resources Defense
21 Council's midwest program based here in Chicago.
22 Zip code 60606. I am here today on behalf of

1 NRDC's 375,000 members and activists in Illinois,
2 Michigan, Wisconsin, Ohio, Indiana and Minnesota,
3 and I'll keep my comments brief because, like
4 Albert, we'll most likely be submitting most of
5 our comments in written form by the deadline.

6 NRDC and our supporters continue to be
7 extremely concerned about the threat of aquatic
8 nuisance species to our Great Lakes and
9 Mississippi River Basins. ANS not only decimate
10 our precious freshwater ecosystems, but in doing
11 so upend the social fabric and economies that our
12 region has built on these great water bodies.

13 Conversely, the region will enjoy
14 enormous benefits from preventing the transfer of
15 ANS, from protection of fishing interest to
16 tourism more broadly and so on. We are therefore
17 thankful to the members of the public and our
18 congressional representatives, who have worked
19 tirelessly to address ANS over far too many years
20 so far, and in particular who pushed to ensure
21 that the draft Brandon Road study was released
22 this summer, after still too much delay. So, we

1 can continue to work towards the needed
2 solutions. We have no more time to waste.

3 The threat of Asian carp to Lake
4 Michigan and the rest of the Great Lakes is of
5 utmost concern to our members. Asian carp
6 continue to advance on the Great Lakes, as
7 evidenced by the 2015 discovery of juvenile carp
8 66 miles closer to Lake Michigan, and the adult
9 fish found above the barrier, and only nine miles
10 from Lake Michigan this summer. And before
11 hitting Lake Michigan, the carp would swim
12 through downtown Chicago, potentially upending
13 the mayor's and others investments in our city's
14 renewed riverfront.

15 For these reasons we support the
16 deployment of swift, effective controls for carp
17 and other ANS at the Brandon Road Lock and Dam.
18 The Corps' Tentatively Selected Plan consisting
19 of an electric barrier and complex sound can
20 deliver needed risk reduction at a reasonable
21 cost. We believe this cost can and should be
22 borne in its entirety by the federal government,

1 given the widespread benefits that would accrue
2 to the region and the national status of the
3 Great Lakes, but we cannot stop at these
4 measures.

5 As the draft report makes clear,
6 implementation of the TSP will leave significant
7 risk of carp reaching the Great Lakes, nor will
8 the TSP do anything to address downbound species
9 headed to the Mississippi River Basin. Thus, we
10 need the Corps and others to immediately
11 investigate more aggressive measures that will
12 prevent species movement in both directions,
13 while moving forward on implementing the TSP.
14 Again, we have no more time to waste.

15 And I'll just note in my last 15
16 seconds or so that I personally work very closely
17 with communities along the waterways, who bear a
18 very heavy burden in terms of their health from
19 some of the industrial uses. So, I think we need
20 to take that into account in our considerations
21 as well. Thank you.

22 MS. HAGER: Good afternoon, my name is

1 Jenny Hager, my zip code is 60201. I'm here as a
2 private citizen. I would just like to lend my
3 voice to those who have spoken before me today
4 calling for a more permanent solution to the
5 problem of aquatic nuisance species and to
6 addressing the two-way flow of the species.

7 Thank you.

8 MR. ZUERCHER: Thank you. Our next
9 three, Marc Smith, Joel Brammeier and Kay Nelson.
10 For those of you that are on the webinar, my
11 computer just became off, but we have someone who
12 is monitoring it and we'll continue on that.

13 MR. SMITH: Good afternoon, my name is
14 Marc Smith, I'm the Regional Conservation
15 Director for the National Wildlife Federation
16 Great Lakes office, my zip code is 48103. Today
17 I'm here on behalf of over 4 million hunters and
18 anglers, canoeists, kayakers, paddle boarders and
19 anyone who enjoys the outdoors.

20 We're worried about Asian carp. We're
21 worried about invasive species coming in to our
22 Great Lakes, and leaving the Great Lakes and

1 going into the Mississippi River Basin across our
2 country. We want to thank you for the time
3 you've done on researching this project and the
4 study. We know this takes a lot of time. We
5 wish it took a little shorter time, but
6 nonetheless we appreciate your time and the
7 opportunity to speak today.

8 National Wildlife Federation and our
9 4 million members supports the TSP. We feel that
10 throwing all options at stopping this invasive
11 species coming up through the Great Lakes is the
12 best course of the things that you have studied,
13 but it's not enough. We feel that there should
14 be some other things that you should look at as a
15 part of this three year process, or, well, year-
16 and-a-half left. Looking at concepts like an ANS
17 treatment lock technology, in addition, to what
18 you have looked at before.

19 We feel that we have to throw
20 everything at this species, because the \$7
21 billion commercial and sport fishing industry in
22 the Great Lakes, the \$15 billion boating industry

1 are too important for people who live in the
2 Great Lakes. If you don't live in the Great
3 Lakes and you live in the Mississippi River
4 Basin, you come to the Great Lakes and enjoy the
5 resources that we have. It's a part of our way
6 of life and that's why people choose to live in
7 this area. So, we support the TSP moving
8 forward.

9 I will say that we also support a 100
10 percent federal cost share. We know that there's
11 been some reforms in WRDA that will try to get
12 more local cost share, but we really need this to
13 be 100 percent federal. This is too big of an
14 issue that is a national impact. That we would
15 really push for that.

16 And as we mentioned also this is only
17 a one way option. Congress authorized the Corps
18 to look at two way and we feel that that has to
19 be done. And we look at some of the control
20 options that have been studied in GLMRIS as
21 options points, to put in another barrier or some
22 sort of control point to block invasives coming

1 through Chicago. Because this is a super highway
2 we're dealing with of moving invasive species.
3 We have zebra mussels as far as Utah, Nevada,
4 coming through the Chicago canal as a result.
5 So, we need to stop this two way. Thank you for
6 your time.

7 MR. BRAMMEIER: Hi, I'm Joel
8 Brammeier, I'm the President of the Alliance for
9 the Great Lakes, 60601. I'll start just by
10 saying that I agree with the comments of my
11 colleagues from the Natural Resources Defense
12 Council and the National Wildlife Federation and
13 I will endeavor not to repeat anything that
14 they've said, which will get harder as the day
15 goes on. So, I'm going to do a book reading
16 instead.

17 We didn't think much about it, marina
18 general manager Bob Grippentog said. There was
19 just one or two, literally. That is the end of
20 the reading. That is from Danny Egan's book, The
21 Death and Life of the Great Lakes, that's written
22 in regard to the discovery of zebra mussels and

1 quagga mussels in Lake Mead, which got there by
2 going through the Chicago Sanitary and Ship
3 Canal. Now, today we're here to talk about what
4 happens when we find one or two going the other
5 direction.

6 And I just want to start, I'm going to
7 talk about three things. I want to start by
8 touching on the urgency of the situation because
9 I think that's getting underplayed substantially.
10 Uncertainty is the name of the game with invasive
11 species. Regardless of how well we are doing in
12 areas downstream and pulling the fish out the
13 water, we simply do not know when that invasion
14 is going to occur that is going to take over
15 parts of the Chicago River system proper. We
16 have an opportunity to be precautionary and we
17 should seize that opportunity starting with the
18 rapid implementation of the TSP.

19 Who's going to pay for this? I can
20 tell you that the State of Illinois is not going
21 to be a full local cost share partner and I am
22 certain that the Great Lakes region is ready to

1 stand up and sort through a solution that looks
2 like full federal spending to cover this project
3 or some other innovative approach to paying for
4 this work. I would hate to see this project get
5 derailed simply by rhetoric that is suggesting
6 that this is somehow going to land at the feet of
7 Illinois taxpayers and I'm sure the Army Corps
8 can work with the State of Illinois and the other
9 Great Lakes states to sort through a viable
10 solution for getting the project paid for.

11 And the last thing I want to point out
12 is that the goal of a project like this is not to
13 have it cost nothing for anybody. The goal here
14 is to have a project that the benefits outweigh
15 the cost. The Corps has worked to create a TSP
16 that has exponentially reduced the potential cost
17 to the shipping industry at this time. While I
18 don't think the TSP goes far enough and I do
19 believe, as my colleagues have said, that more
20 steps are going to need to be taken in the
21 future. This plan actually works out very well
22 on the cost benefit side and I encourage the

1 Corps to ensure that that story is told very
2 clearly in your future communications about the
3 TSP. Thank you, best of luck. Oh, and I will
4 submit very extensive written comments also.

5 MR. ZUERCHER: Thank you. As Kay
6 comes up will John Kindra, David Hamilton and
7 Lynn Muench please line up.

8 MS. NELSON: Good afternoon, my name
9 is Kay Nelson, 46368. I'm the Director of
10 Environmental Affairs and Public Policy for the
11 Northwest Indiana Forum, a 130 member economic
12 development organization serving seven counties
13 that are in northwest Indiana.

14 First, let me say thank you very much
15 for the additional reading time, it is much
16 appreciated because we want to make certain we
17 submit, as everyone else in this room does,
18 quality comments for you to peruse after you
19 receive it. Many of our members, including the
20 steel companies and the Port of Indiana as Ian
21 Hirt had commented upon, as well as BP, Safety
22 Kleen and Cargill are dependent upon this

1 waterway system for delivery of raw and finished
2 materials.

3 It is of great concern as we're going
4 forward that this is, in fact, a shared
5 responsibility as Andrew had mentioned, but it
6 must be expanded beyond the Chicagoland region
7 and go to the Gulf of Mexico. The non-structural
8 actions that have been undertaken by Illinois DNR
9 and found to have been successful in reducing the
10 population as it exists in Illinois, must be
11 implemented downstream to reduce the pressure as
12 it's coming forward. 2025 is a very optimistic
13 timeframe for you all to complete any project as
14 you've outlined here. We cannot rest on our
15 laurels and not be putting in other non-
16 structural actions along the waterway in order to
17 reduce our risk of movement.

18 I would also like to comment that the
19 work that you're looking at here is very focused
20 on just the waterway. Northwest Indiana's air
21 quality is in attainment with the ozone standard;
22 however, Chicago and southeast Wisconsin seem to

1 have a problem with meeting the standards on a
2 regular basis. So, we continue to be registered
3 as a non-attainment area, which is very negative
4 for our economic development opportunities in the
5 Chicago metropolitan area. To have to divert the
6 goods, raw and finished, from barge traffic onto
7 rail and truck will further degrade the air
8 quality, affecting the health of the people in
9 the area as well as the economic employment
10 opportunities going forward.

11 So, as we conclude at this point
12 before our written statements are submitted, we
13 are very concerned with some of the points that
14 are proposed in the document, but we do hope that
15 the federal agencies in the partnership slide
16 that you had do include looking into further
17 opportunities for doing non-structural work to
18 reduce the risk. Because in agreement with Marc
19 and others and former Mayor Dickert had said, the
20 cost of invasive species are significant, but
21 they have to be looked at in the large picture
22 and conditions taken into account that way.

1 So, thank you very much for the
2 opportunity to comment, and again, thank you very
3 much for extending the comment period.

4 MR. KINDRA: Good afternoon, I'm John
5 Kindra, my zip code is 60617. I'm the owner of
6 Kindra Light Towing. We're a tug boat company
7 out in South Chicago. We move barges from South
8 Chicago to Indiana, to Burns Harbor where Ian
9 mentioned earlier today, our barges go over
10 there, and our company employs 25 people. They
11 are mariners, they are good paying jobs and they
12 are enjoyers of the waterways and the lakes and
13 they do boating.

14 I think it's important for everybody
15 to realize that these people have to have a job
16 to be able to enjoy the pure water that everybody
17 wants. Part of the fear that I have, and our
18 industry has, is that we're going to lose jobs by
19 shutting off or making this Tentative Selected
20 Plan so onerous.

21 So, one of the issues is that when the
22 Tentative Selected Plan is being built we're

1 going to have barge delays. As these barge
2 delays are occurring there's going to be
3 associated costs with that. If the costs get
4 high enough we're going to have a modal shift;
5 Kay just spoke to that. We have higher air
6 pollution, higher auto accidents. We have to
7 take all this into consideration.

8 Also, thank you for extending the
9 comment period 45 days. This is, I wrote this
10 down, 448 pages and 11 appendices, that's a lot
11 of reading for me. I'm trying to run a company
12 so that, I appreciate the extra 45 days. I'm
13 disappointed though that you didn't extend the
14 public comment period to include Houston and New
15 Orleans. Houston is where the petrochemical
16 industry is, and a lot of that comes right up to
17 BP, and also New Orleans is the import center for
18 all the raw materials that come to the steel
19 mills.

20 I support the non-structural efforts,
21 the commercial fishing. I think that's been
22 extremely successful. I understand that full

1 budget's \$2 million. I can't imagine what will
2 happen if we extend that budget or increase that
3 budget to \$6 million. We need to push those fish
4 back, we need to keep pushing them back and
5 eliminate them. I think commercial fishing is
6 one way to do that. The population in the
7 Dresden Island pool from 2012 to 2016 has been
8 reduced 68 percent. That's a huge number, that's
9 great.

10 With regard to the Tentative Selected
11 Plan. It's a quarter billion dollars, and then
12 all the maintenance that has to be done every
13 year for 50 years. This is going to be over \$1
14 billion to build this thing. I would rather see
15 that money spent on non-structural issues.

16 And finally, the cost of the lock and
17 the engineered channel and everything, that's
18 going to cost barge lines added money and
19 therefore we would see a modal shift again.
20 Thank you, sorry I went so long.

21 MR. HAMILTON: Good afternoon, my name
22 is David Hamilton, Senior Policy Director with

1 The Nature Conservancy, 48906. Action needs to
2 be taken to stop the movement of carp and
3 invasive species to the Chicago area waterways in
4 both directions.

5 The current non-structural measures
6 are important. We're glad they're being done, we
7 appreciate them, but they alone are not adequate.
8 We agree that Brandon Road is the right place to
9 start. Any potential invader that floats, swims
10 or is attached to vessels must pass through that
11 lock between the Mississippi River and the Great
12 Lakes, but the full range of taxa must be
13 addressed, and there needs to be a sense of
14 urgency.

15 We appreciate the Corps is looking at
16 a number of technologies, and they do recognize
17 that more needs to be done, and that your plan to
18 incorporate other technologies into engineered
19 channel. We think that is good. There is
20 another solution, a better solution is available
21 now, although we think you should incorporate in
22 this first phase.

1 One concept that is on the table that
2 would prevent passage of AIS and keep barge
3 traffic moving is an AIS dock treatment system.
4 It would replace the need for a new electrical
5 barrier at Brandon Road, but be more effective
6 and less costly. The operation of AIS dock
7 treatment system is pretty straightforward.
8 Barges and boats would move through measures to
9 deter fish, such as complex noise and water jets,
10 into the engineered channel with a treatment
11 chamber.

12 Once the chamber gates are closed, the
13 held waters chemically are treated to kill all
14 organisms and prevent AIS passage. After
15 treatment, the chamber water is detoxified and
16 the vessels are released to the lock with the
17 voyage to the CAWS. Alternatively, the treatment
18 could take place in the lock itself.

19 There are proven treatment
20 technologies that need to be creatively applied
21 to this situation in order to design and build a
22 lock treatment system in the CAWS. The Nature

1 Conservancy commissioned a biological survey; we
2 asked them what are the best methods that have
3 the potential to kill 100 percent of the full
4 range of aquatic taxonomic groups across all life
5 stages entering the treatment zone in a water
6 column or attached to hulls and they gave us the
7 answer of four different things.

8 TNC then contracted with a large
9 engineering firm, asked them to complete a
10 conceptual design that was both environmentally
11 and economically sustainable and not unduly
12 affect navigation. We believe that there's three
13 things that need to be done in a comprehensive
14 solution in the CAWS, stop all species in both
15 directions, not only Asian carp, and the
16 [inaudible] as soon as possible. Again, we
17 believe that Brandon Road is the place to start.
18 We will submit more detailed comments in writing.
19 Thank you.

20 MR. ZUERCHER: As Lynn comes up to
21 give her comments will Delbert Wilkins, Joan
22 Rothenberg and Keith Creagh, please line up.

1 MS. MUENCH: Good afternoon, Lynn
2 Muench, 63109. I work for the American Waterways
3 Operators, which is a national trade association
4 for the tug boat, tow boat and barge industry.
5 We have over 20 members that utilize and rely
6 upon the Illinois Waterway for their livelihoods,
7 and all of our members depend on the federal
8 government's commitment to maintaining
9 congressionally authorized waterways to support
10 the short and long term transportation needs of
11 our nation.

12 I'd like to thank the Corps for
13 extending the comment period for 45 days. I
14 would have much preferred 75 more days because of
15 the complexity and the length of this report. I
16 also would like to call on you once again to
17 please add comment hearings both in New Orleans
18 and in Houston. A large number of the folks that
19 go through Brandon Road are from that area and
20 this essentially leaves them out of the public
21 comment period if you don't do that.

22 AWO strongly supports a suite of non-

1 structural efforts that have been implemented by
2 Illinois DNR and the federal agencies. A lot of
3 this has been funded by the Great Lakes
4 Restoration Initiative, which we also strongly
5 support. It has significantly reduced the
6 leading edge of the population by 68 percent and
7 reducing the risk of Asian carp from ever
8 entering the Great Lakes.

9 Non-structural efforts have ensured
10 the population front has moved, had not moved in
11 25 years. Let me repeat that, the population
12 front has not moved in 25 years. This may be a
13 place where we're looking for a problem and a
14 solution and not putting it together. Non-
15 structural efforts has ensured this, and I think
16 that's where we need to stay. Continual
17 application of these efforts will provide not
18 only the best economic value, but also the
19 greatest environmental protection for the nation.

20 AWO is committed firmly to protecting
21 the Great Lakes and the Mississippi River from
22 aquatic nuisance species, while preserving

1 commercial maritime between the two bodies of
2 water. Maritime commerce to and from the Great
3 Lakes must continue to avoid serious damage to
4 the U.S. economy.

5 Since 2003 AWO has collaborated with
6 both state and federal agencies to prevent ANS
7 like Asian carp from entering the Great Lakes.
8 As a matter of fact, the towing industry is the
9 only group that has provided resources to the
10 nation to stop that movement.

11 We also believe that you do not have
12 congressional authority to move forward with
13 this. The GLMRIS congressional action clearly
14 states that the primary object of GLMRIS's
15 feasibility study of the range of options and
16 technology is available to prevent the spread of
17 aquatic nuisance species between the Great Lakes
18 and the Mississippi River Basin. Proceeding on a
19 project that only addresses one-way ANS control
20 does not accomplish that congressional directive.
21 I will stop there.

22 MR. ZUERCHER: For those of you that are on

1 the phone, I'd please ask that you please mute
2 your phone, we're getting a lot of background
3 noise. So, I will get to you, your time is
4 coming, please mute your phone.

5 MR. WILKINS: Okay, I'm Del Wilkins,
6 I'm President for Illinois Marine Towing. We're
7 a part of the canal barge group of companies, zip
8 code 60410.

9 We covered that one, so I'm going to
10 take a different approach of my prepared
11 statements, of course prepared statements will be
12 submitted. I'd first like to thank the Corps of
13 Engineers for your valued partnership, for the
14 extension of time. But I would repeat my
15 esteemed colleague John Kindra, I think you need
16 to be able to go to other areas and expand the
17 location for public hearing. Why? Because this
18 is a national issue. The commerce that moves
19 throughout these waterways and throughout the
20 country is the competitive edge for our country.
21 The 19 billion tons of commerce that is
22 transported across our country moves by barge, by

1 rail and by truck. That is the competitive
2 advantage for our country to the world.

3 China, South American and other
4 countries around this planet are trying to copy
5 what we do. We are, in fact, an industrialized
6 nation. We are, in fact, a leader of the free
7 world by our industrial might. I can't see that
8 we want to stop the unimpeded movement of
9 commerce across this country. It has to be a
10 win-win, not a win-lose, and I am sure that we
11 can find a way to strike a balance of win-win.

12 Secondly, we do support all of the
13 non-structural efforts, as reported by my
14 colleague. The population not moved, those are
15 facts. I would also say that it's important to
16 remain vigilant and being able to ensure that the
17 Great Lakes is protected. It is the 25 percent
18 of the world's fresh water, we understand that,
19 we get that and we support that. Again, I
20 underscore, win-win. Thank you very much.

21 MS. ROTHENBERG: Hi, I am Joan
22 Rothenberg, 60202. I really appreciate this

1 opportunity to make public comment. I am here as
2 a private citizen and everything I have to say
3 has been said far more eloquently by speakers
4 before me, but I am here to be counted
5 nonetheless.

6 I do believe Lake Michigan is the
7 most, is at the most fundamental level what makes
8 Chicago. The lake's presence is the reason I
9 stayed here after coming decades ago. It's a
10 treasure and it's the lifeblood of the city and
11 the region and its people. I am quoting an
12 editorial in the Sun Times, because I think these
13 phrases sum things up.

14 "Lake Michigan is arguably Chicago's
15 single greatest asset. The very reason the city
16 was established here and it requires stronger
17 protections, not weaker". The other quote is,
18 "once Asian carp or other invasive species make
19 their way into the Great Lakes, there's no
20 getting them out".

21 This is an urgent problem and the Army
22 Corps must act immediately to implement

1 protections against Asian carp and other ANS.
2 The Brandon Road Lock and Dam Tentatively
3 Selected Plan is an important next step to
4 address the threat Asian carp pose to the Chicago
5 area waterways and the Great Lakes.

6 We need to protect both the Chicago
7 River, where people are now drawn to the
8 Riverwalk and Lake Michigan. I support the Army
9 Corps moving forward with their plans as soon as
10 possible. As I understand it, the Corps' plan is
11 not a permanent fix. Additional technology is
12 needed to prevent carp from ever reaching the
13 Great Lakes and the electric barrier must remain
14 on at all times. But, in the meantime, the
15 threat level of aquatic invasive species must
16 continue to be monitored. New invasive species
17 are likely to emerge in both the Mississippi and
18 Lake Michigan, and the associated risks must be
19 promptly and adequately assessed.

20 A two-way solution is still needed.
21 The Tentatively Selected Plan is not enough. As
22 I understand it, work planned at the Brandon Road

1 Lock and Dam will do nothing to address invasive
2 species moving from the Great Lakes into the
3 Mississippi River, and I, we have a
4 responsibility. We also need the Corps to move
5 forward on measures like treatment locks that
6 will prevent two-way transfer of aquatic invasive
7 species. We have to move forward on work on a
8 two-way solution. Thank you very much.

9 MR. ZUERCHER: Thank you. As Keith
10 comes up, can Angela Ayers, Tom Healy, Lindsay
11 Dubin, please line up.

12 MR. CREAGH: Good afternoon, my name
13 is Keith Creagh, I'm the Director of the Michigan
14 Department of Natural Resources, my zip code is
15 48909.

16 First, I want to thank the U.S. Army
17 Corps of Engineers for its ongoing work and
18 partnership's help keeping invasive Asian carp
19 out of the Great Lakes. This and other meetings
20 being held across the region provide important
21 opportunities for stakeholders and the public to
22 provide comments on the best way to move forward

1 to protect the Great Lakes from this significant
2 threat.

3 Partnerships are central to this task,
4 and work being done collectively and collegially
5 by states and provinces is one of the keys to
6 success. At the Michigan Department of Natural
7 Resources we know first hand the passion of our
8 citizens have about water, outdoor recreation and
9 the Great Lakes.

10 Michigan DNR has provided technical
11 expertise to these efforts throughout the
12 process. We at the DNR appreciate the strong
13 working relationship we have had with the
14 Illinois Department of Natural Resources and the
15 Army Corps. In addition, we appreciate all the
16 work that's been done to date by all the
17 governmental and non-governmental organizations
18 with an interest in protecting the Great Lakes.

19 However, we know that what we have
20 done this far is not enough. The recent finding
21 of the Silver Carp in the Chicago Area Waterway
22 System just nine miles from Lake Michigan

1 dramatically underscores that current safeguards
2 are inadequate. We must build additional
3 mitigation measures and redundancies in the
4 system.

5 The Army Corps' TSP is a significant
6 step in the right direction. The measures
7 outlined in the TSP, both structural and non-
8 structural, will allow for the movement of
9 commerce while providing necessary safeguards
10 against the advancement of Asian carp towards
11 Lake Michigan and the other Great Lakes.

12 We appreciate the complexities and
13 hurdles that must be overcome to implement some
14 of these highly technical solutions. However, we
15 cannot wait until 2025 for action, as the TSP
16 indicates may be the case. We would encourage
17 the Army Corps to put in place now technologies
18 that we know can be effective, such as complex
19 noises, to defer, to deter fish passage and real
20 time monitoring the fish populations.

21 Thank you for this opportunity to
22 address this issue that's so vitally important to

1 all of us in the Great Lakes region. We will
2 submit specific written comments to you and we
3 thank you and look forward to the Army Corps'
4 upcoming meeting in Muskegon, Thursday, September
5 14th. Thank you.

6 MS. AYERS: Good afternoon, Angela
7 Ayers with the Office of Governor Rick Snyder of
8 Michigan, zip is 48909. Governor Snyder
9 appreciates the opportunity to be here today to
10 provide input on the importance of Brandon Road
11 Lock and Dam for protecting the Great Lakes from
12 invasive carp. In addition to today's comments,
13 we will also be submitting more formal comments
14 as part of this review process.

15 We recognize the significant efforts
16 many agencies have taken to date. From the
17 initial GLMRIS 2014 report, through all of the
18 discussions with the Chicago Area and Waterways
19 Advisory Committee, with congressional and
20 stakeholder support, to further study Brandon
21 Road. It's taken tremendous time, energy and
22 effort with experts throughout the country, and

1 with many sources of funding and support to get
2 us to this critical point.

3 Taking action at Brandon Road, which
4 is close to the leading edge of invasive carp
5 populations, is the next important milestone in
6 those efforts. To be successful we must continue
7 to work collaboratively, through federal, state,
8 private and non-profit stakeholder partnerships.
9 No single entity should bear this burden alone.

10 The preferred alternative outlined in
11 the TSP is a step in the right direction,
12 offering a combination of solutions to reduce the
13 risk of invasive carp. Michigan supports and
14 applauds aspects of the plan, including an
15 innovative engineered channel to test these
16 featured technologies. This is truly a unique
17 opportunity that could serve as a national test
18 bed for invasive species control. And also an
19 intermittent electric barrier that would only be
20 active in the absence of barge traffic.

21 Recognizing this comment period is the
22 starting point for these conversations, we also

1 see significant opportunities for improvement.
2 These initially include improvements and better
3 detail on the total transit time for the
4 preferred alternative. The current increased
5 lockage time seems high. Consideration of
6 additional lock upgrades that could benefit the
7 navigation industry, and an investigation of
8 other areas in the Illinois River system that
9 could be improved to offset any negative impacts
10 that might occur as a result of Brandon Road.

11 Governor Snyder supports the continued
12 work on the TSP and as such Michigan is ready to
13 step up and support additional measures at
14 Brandon Road Lock and Dam. We urge other Great
15 Lakes states and provinces to join us in
16 providing this support. Thank you.

17 MR. HEALY: Good afternoon, my name is
18 Tom Healy, I am Deputy General Counsel to the
19 American Medical Association, but I am appearing
20 today strictly in my private capacity as a
21 citizen, a resident of Chicago and a regular user
22 of the Great Lakes.

1 I am just one of many citizens who
2 enjoy the terrific recreational and economic
3 opportunities associated with the Great Lakes and
4 I stand here to support all the other commenters
5 today who have clearly stated that we need a
6 solution. The TSP is a good solution. It
7 achieves twin objectives of controlling better
8 the transmission of invasive species up through
9 the waterways to the Great Lakes, and the other
10 objective is that it is reasonable, it is
11 affordable, it preserves the shipping capacity
12 that we also rely upon for our economic vitality
13 in the Great Lakes region.

14 And I would just say this in
15 conclusion, that the timetable that was posted
16 earlier was quite shocking. Given the fact that
17 you are able to space out over a regular period
18 of time a number of necessary administrative
19 steps, does not take into account that you do not
20 know the timetable of invasive species as they
21 move up through the waterways toward the Great
22 Lakes. Now, I would urge you to reconsider the

1 time table and move on the speediest possible
2 course to achieve what has been presented as the
3 TSP, which is a good, even, balanced solution.
4 Thank you very much.

5 MR. ZUERCHER: Could you give us your
6 zip code?

7 MR. HEALY: Excuse me, 60605.

8 MR. ZUERCHER: Thank you. As Lindsay
9 comes up I invite Krista Grimm and Jeff Shelden.

10 MS. DUBIN: Lindsay Dubin, 60601.

11 Good afternoon, my name is Lindsay Dubin and I
12 have lived within five blocks of Lake Michigan
13 for most of my life. I am now an attorney at the
14 Environmental Law and Policy Center, a non-profit
15 environmental advocacy organization, whose
16 members use the Great Lakes for fishing, swimming
17 and boating, among other activities. Many of our
18 members also rely on the Great Lakes as a vital
19 source of fresh drinking water.

20 Thank you for allowing me to provide
21 comments on the August 2017 Brandon Road draft
22 integrated feasibility study and economic impact

1 statement; a report that will affect millions of
2 Midwesterners. We at ELC appreciate the efforts
3 and dedication of the U.S. Army Corps of
4 Engineers to find solutions that would prevent
5 the interbasin transfer of aquatic nuisance
6 species, also referred to as ANS, between the
7 Mississippi River Basin and the Great Lakes
8 Basin.

9 While we support the Army Corps for
10 tentatively selecting structural measures that
11 would be taken at Brandon Road, we do not believe
12 that these measures go far enough. We are also
13 very concerned about the slow pace being taken to
14 address this problem. ANS pose a serious risk to
15 the Great Lakes and the ecosystem and economy the
16 lake supports.

17 Studies have shown significant changes
18 to the health and abundance of resident fish
19 species following the establishment of Asian carp
20 in the Great Lakes, which have no natural
21 predators in those waters. Studies furthermore
22 suggest that in the areas of the Great Lakes with

1 suitable habitat conditions it is even possible
2 for Asian carp to become the dominant species.
3 Also troubling is the very real threat that Asian
4 carp and other ANS could have a lasting negative
5 affect on the over \$60 billion economy supported
6 by the Great Lakes.

7 While we support the Army Corps'
8 proposal to implement structural measures that
9 could be incorporated at Brandon Road, we believe
10 the agency failed to tentatively select more
11 effective solutions than it had initially
12 considered. Furthermore, time is of the essence
13 here, as other folks have stated. According to
14 the Army Corps we are already beyond the point in
15 time where ANS in the Great Lakes can be fully
16 prevented.

17 It has taken many years for the Army
18 Corps to tentatively select concrete actions to
19 prevent the transfer of ANS at the site and there
20 was even a six month delay in releasing this
21 report, after it had been completed early this
22 year. In fact, according to the Army Corps'

1 timeline as you're aware, it would be another two
2 full years before the agency would even make a
3 recommendation to Congress on this issue.

4 The longer we delay implementing
5 meaningful structural measure to prevent the
6 transfer of ANS, the more Midwesterner's use of
7 these lakes would be impaired and the economy
8 supported by these lakes would suffer. We
9 therefore ask that the Army Corps move as swiftly
10 as possible to implement meaningful structural
11 measures at Brandon Road to prevent the transfer
12 of ANS to the Great Lakes. Thank you for your
13 time and we look forward to continued
14 collaboration with the Army Corps and others to
15 address this important issue.

16 MR. ZUERCHER: Krista?

17 MS. GRIMM: Hello, my name is Krista
18 Grimm, my zip code is 60526, and I am here today
19 as a private citizen. I have come to speak here
20 today because the health of Lake Michigan is very
21 important to me. It has been the focus of my
22 family vacations my entire life and my husband

1 and I are looking for a new lake home that would
2 be suitable for our retirement.

3 Many of my thoughts have already been
4 expressed today and I will not try to reiterate
5 those. So, what I'd like to share with you is
6 that the odds of failing here are just simply
7 unnerving. I was dismayed when I read the report
8 and I saw the risk assessment that was given to
9 the Tentatively Selected Plan.

10 The proposed set of measures is likely
11 to be inadequate. The Tentatively Selected Plan
12 eight years from now, in 2025, is woefully
13 inadequate. We need those measures to be put
14 into place, but we need them much, much sooner,
15 we need them now, and then we need a more
16 permanent solution. I guess that would be it.
17 Thank you for the opportunity to speak today.

18 MR. SHELDEN: Hello, I am Jeff
19 Shelden, 60622 is my zip code, I'm here as a
20 private citizen and I support the Tentatively
21 Selected Plan. I'm here today because healthy
22 Chicago air and waterways and Great Lakes are

1 vital to our community, our tourism economy and
2 our recreation economy. At this point,
3 ultimately, Chicago's identity. My favorite way
4 to awe friends from out of town is by getting on
5 the river or the lake. Whether it's an
6 architectural tour, a kayak trip, sailing on Lake
7 Michigan, or having an IPA at the Island Party
8 Hut along the Chicago River Walk. It's a
9 fantastic Chicago experience.

10 Anybody who has seen Asian carp
11 jumping, whether in person or one of the many
12 viral YouTube videos, knows that Asian carp and
13 other invasive species are risks to the ways in
14 which Chicagoans interact with our waterways
15 today. Invasives like Asian carp are a threat to
16 our economy, our recreational opportunities, and
17 our ecosystem.

18 We can't afford to risk ruining the
19 ecosystem by not taking immediate and fast action
20 to prevent them from entering the Chicago Area
21 Waterway System and Lake Michigan. The
22 Tentatively Selected Plan is an important step to

1 address the threat Asian carp propose. Please
2 move forward as quickly as possible with it.

3 I attended the public meeting here in
4 Chicago that followed the release of the January
5 2014 report and subsequent progress has not been
6 fast enough. While I'm encouraging swift action,
7 the Tentatively Selected Plan does nothing to
8 address the movement of invasive species from the
9 Great Lakes to the Mississippi, which is
10 disappointing given the impacts those invasives
11 moving towards the Mississippi could have.

12 A two-way solution is needed. Please
13 move forward on developing an action plan and
14 measures like treatment locks. Thank you.

15 MR. ZUERCHER: All right, that is all
16 our registered speakers. We're now going to
17 attempt to engage those that are on the phone.
18 Do we have a moderator on the phone? All right,
19 evidently not. Is there someone on the phone
20 that would like to make a comment? Would you
21 please speak up.

22 Is there anyone with us on the

1 conference call? Evidently not. All right,
2 well, we tried.

3 Okay, so at this point in time, since
4 we're not hearing anything on the conference
5 call, if anybody on the conference call would
6 like to speak up, please get on the webinar. We
7 have someone monitoring the webinar, we will keep
8 that open for the time being. At this point I'd
9 like to invite anyone up from the room that
10 either has not had a chance or would like to
11 finish their comments. Please come up to the
12 microphone.

13 MR. HIRSCHFELD: My name is Robert
14 Hirschfeld, I'm a Water Policy Specialist with
15 Prairie Rivers Network. My zip code is 60640.
16 Thank you to the Army Corps of Engineers for your
17 work in this study.

18 The Tentatively Selected Plan is not
19 enough. Under regional GLMRIS authority the
20 Corps was tasked with looking for two-way
21 solutions. Brandon Road is not, and can never
22 be, a two-way solution. In the original GLMRIS

1 study the Corps identified at least eight ANS
2 posing as great or greater risk to the
3 Mississippi River Basin as Asian carp do to the
4 Great Lakes, and nothing is being done in this
5 plan or elsewhere to address those ANS heading
6 toward the Mississippi River.

7 And since it is clear that many people
8 will push for non-structural measures, I feel
9 compelled to say that those non-structural
10 measures also will not address the invasive
11 species headed from the Great Lakes to the
12 Mississippi River Basin. But on top of that,
13 it's also not enough to address the Asian carp
14 threat.

15 The study gives a 13 percent residual
16 risk for the establishment of Asian carp by 2071,
17 and I would note that one of the experts
18 estimated the residual risk at almost 40 percent
19 under the Tentatively Selected Plan. We are not
20 comfortable subjecting the health of the Great
21 Lakes and its industries to that level of risk.

22 The study, in fact, makes a strong

1 case for lock closure. Under the lock closure
2 scenario the probability of Asian carp entering
3 the Great Lakes essentially goes to zero. Lock
4 closure is cheaper for the public. The reason
5 given for discarding this option, as noted
6 earlier, is disruption in navigation. But I
7 think we should give greater, I think we should
8 more closely examine that assumption that
9 navigation will not be disrupted.

10 Under the Corps' fiscal year 2017
11 budget the inland waterway items public
12 expenditures add up to \$1.7 billion. The inland
13 waterway, the navigation industry courtesy of the
14 inland waterway system chipped in \$75.2 million.
15 That is a 95 percent subsidy.

16 The multi-billion dollar industries in
17 the Great Lakes should not be held hostage to an
18 industry that cannot pay its own way, to an
19 industry that survives on the largesse of public
20 subsidies. Rather, it should be implementing the
21 strongest, most protective two-way solutions.

22 There are other modes of

1 transportation; the Great Lakes are unique.
2 Finally, I want to say that the entire history of
3 the Chicago Area Waterway System is one of
4 externalities. Since the end of the 1800's
5 Chicago has externalized its cost of keeping the
6 waterway, keeping its water clean by sending
7 waste, by sending its waste to the Mississippi
8 River. Navigation externalizes the cost of
9 running the waterway system on public taxpayers,
10 and on the health of our rivers and lakes.

11 If we build this tentatively accepted
12 plan but go no further, we will be yet again
13 externalizing our costs, pushing them on the
14 Mississippi River and protecting the lake but not
15 the Illinois and Mississippi River Basins.
16 Whatever moves forward from here, our long term
17 goals should be holistic, comprehensive, robust,
18 two-way solutions. Thank you.

19 MS. PHILLIPS: Hi, my name is Katrina
20 Phillips, zip code is 60657, and I'm the Clean
21 Water Advocate for the Illinois Chapter of Sierra
22 Club. A lot of what I'm going to say has been

1 said, so I apologize for the redundancy, but I do
2 think it's important to speak on behalf of our
3 32,000 members across the State of Illinois.

4 We support swift action to stop Asian
5 carp and other aquatic invasive species from
6 moving closer to the Great Lakes, which are
7 dependent on [inaudible] species. We appreciate
8 the work that the Army Corps has done to identify
9 a viable plan for the Brandon Road Lock and Dam,
10 which is a logical choke point in the system to
11 install control technologies that will reduce the
12 risk of Asian carp moving through this location.

13 While we urge the Corps to consider
14 more aggressive and effective options than those
15 included in the plan, we support the
16 implementation of the plan and the parallel
17 assessment of additional technologies to further
18 reduce the risk and ultimately prevent the
19 transfer of Asian carp.

20 Additional technologies should be
21 considered for the Brandon Road location, and
22 other locations in the waterway system and a

1 solution should be prioritized that are most
2 effective at addressing invasive species at all
3 their life stages, moving in both directions. We
4 appreciate that the report stresses the future
5 flexibility for deployment of additional
6 technologies at this location and others.

7 Immediate action is needed as an adult
8 Asian carp, as we know, was just found nine miles
9 from Lake Michigan early this summer and we've
10 seen how quickly the species can move from the
11 river system, with a juvenile carp being 66 miles
12 closer to the lake in 2015. We don't have the
13 time to delay action and we ask that the Corps
14 and all stakeholders involved recognize the
15 urgency and the magnitude of the threat, while
16 implementing a solution that protects the river
17 system, the Mississippi River Basin, and the
18 Great Lakes and all those that depend on them.

19 To that point, the proposed plan for
20 Brandon Road does nothing to address other
21 invasive species threatening to transfer from the
22 Mississippi River Basin into the Great Lakes or

1 those that could move from the Great Lakes to the
2 Mississippi. Those watersheds both support an
3 extensive network of ecosystems, businesses, and
4 communities. They generate tourism, recreational
5 opportunities, property value and small business
6 revenue.

7 While we must address the threat of
8 Asian carp, we do not let the very real risk of
9 other invasive species be ignored at the cost of
10 our future detriment. We have seen the extreme
11 cost of controlling invasive species and
12 mitigating their impacts and the impossibility of
13 eliminating them once they been introduced. We
14 must learn from past mistakes and failures to act
15 proactive ly to prevent the introduction of
16 invasive species by taking preventative action
17 now while we still can.

18 Invasive species like Asian carp
19 reproduce quickly and don't recognize barriers.
20 We will never be able to overfish them to
21 extinction. While non-structural measures are
22 important, they are nowhere near enough to solve

1 this problem. If you're advocating for a low
2 amount of measures, you are truly not advocating
3 for the prevention of the Great Lakes invasion of
4 Asian carp.

5 We urge the Corps and all groups and
6 individuals with a stake in this issue to come
7 together on a long-term, permanent solution to
8 prevent the two-way transfer of aquatic invasive
9 species between the Great Lakes and Mississippi
10 River Basins. I appreciate your time, the
11 opportunity to speak, and will be submitting more
12 extensive written comments before the November
13 16th deadline. Thank you.

14 MR. ZUERCHER: Is there anyone who
15 would like to provide public comments? Please
16 come forward to the microphone at this time. All
17 right, I take it that is all we have for today.
18 We want to thank you all for coming today. We
19 appreciate your presence here at our public
20 meeting. It is great having everyone here and
21 hearing everyone's comments.

22 We would like to emphasize that there

1 are other opportunities still remaining; there
2 are two more public meetings. One on the 14th in
3 Muskegon, Michigan and the second on the 18th in
4 Joliet, Illinois. Further details, including
5 addresses and times, are available on the
6 website.

7 Again, you also have the opportunity
8 to make public comments in various ways. You
9 have the opportunity to make that on the website
10 and I will give you that address now, it is
11 GLMRIS, G-L-M-R-I-S.anl.gov, and you can find it
12 under the Brandon Road study. Anyone in the
13 United States has access to this, anyone all over
14 the world can access it. We will take those
15 comments, comments in the meetings such as this
16 versus those from the website have no bearing in
17 validity or anything like that. We take them all
18 very seriously.

19 We also accept written comments. So,
20 we have forms on the table if you'd like to
21 submit a written comment today. We also take
22 them via U.S. mail. We will be looking at all of

1 them and would be happy to take all of those from
2 you.

3 At this time we'd like to call an end
4 to our public meeting. The time is 4:22. The
5 experts from our panel will be available until
6 slightly after 5 o'clock to answer any questions
7 or comments that you would like to take with them
8 at this time. We thank you for coming, and have
9 a great afternoon.

10 (Whereupon, at 4:22 p.m., the
11 foregoing public hearing was concluded.)

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