

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 18, 2017

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The Public Meeting was convened at  
Joliet Junior College, "U" Conference Center,  
1215 Houbolt Road, Joliet, Illinois at 4:00 p.m.,  
Jeff Zuercher, presiding.

PRESENT:

JEFF ZUERCHER, Program Manager  
ANDREW LEICHTY, Program Project Manager  
COLONEL CRAIG BAUMGARTNER, District Engineer  
DENNIS HAMILTON, Deputy District Engineer  
DENA ABOU-EL-SEOUD, Economist  
JOHNNA POTTHOFF, Planner  
SUSANNE DAVIS, Chief of Planning  
MARK CORNISH, Environmental Planning

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

(4:00 p.m.)

1  
2  
3 MR. ZUERCHER: Good afternoon ladies  
4 and gentlemen, I'd like to welcome you. If I  
5 could ask everyone now to have a seat and also at  
6 this time ask you take your cell phones out and  
7 turn them on to mute or turn them off. Our last  
8 meeting we had several people that received phone  
9 calls in the middle of the meeting. So, unless  
10 you want to be embarrassed or have to pick up  
11 your phone in the middle, we just ask that you  
12 take time right now, double check, make sure that  
13 they're turned off; a good reminder for  
14 everybody.

15 All right, welcome everybody, my name  
16 is Jeff Zuercher, I'm the GLMRIS Program Manager,  
17 and I just wanted to give you a brief  
18 introduction to GLMRIS. GLMRIS is one part of a  
19 multi-prong approach by the U.S. Army Corps of  
20 Engineers and our fight against aquatic invasive  
21 species. Our other efforts include operating the  
22 electric barriers at the Chicago Sanitary and

1 Ship Canal and working with other agencies and  
2 state partners in monitoring the presence of  
3 Asian Carp.

4 Our previous efforts under GLMRIS  
5 include evaluating both the Chicago Area Waterway  
6 System and other pathways throughout the  
7 connection between the Mississippi River and the  
8 Great Lakes. With this current effort, the Corps  
9 is tasked with evaluating potential options and  
10 technologies to prevent the upstream transfer of  
11 aquatic nuisance species at the Brandon Road Lock  
12 and Dam.

13 Just a few quick housekeeping things  
14 to go over. You'll notice that all of the exits  
15 to this room are marked clearly in the back. If  
16 an emergency should occur, please go to the  
17 closest exit and then proceed out of the building  
18 from there. If anyone needs use of the restrooms  
19 they're located directly outside in the hallway.

20 So, our team has organized this public  
21 meeting for two goals. First, we're going to  
22 present to you the information on the Tentatively

1 Selected Plan for GLMRIS Brandon Road. Second,  
2 we're here to solicit your public comments.

3 Yes, thank you for silencing your cell  
4 phones.

5 We will collect the comments here  
6 today, but we're also collecting them all the way  
7 through November 16th of 2017. Comments will  
8 then be compiled and posted on the GLMRIS  
9 website. For comments to be formally included  
10 they need to be given during one of our meetings,  
11 this being the last of them, as an oral comment  
12 or you can also take one of two other options.  
13 You can write your comment and mail it in via  
14 snail mail or you can visit our website,  
15 glmris.anl.gov, and submit it in the form there.  
16 We will begin today's meeting with a brief  
17 presentation followed by the public comment  
18 period. The public comment period is scheduled  
19 to end at 6:30 p.m.

20 I'd like now to introduce our panel  
21 for you. On the far end down there we have Dena,  
22 our Economist. Next to her is Mark Cornish, our

1 Planner. Johnna, our other Planner. Sue Davis,  
2 Chief of Planning. Dennis Hamilton, Deputy  
3 District Engineer. Colonel Baumgartner, District  
4 Engineer for Rock Island. Andy Leichty, the  
5 Project Manager for GLMRIS Brandon Road. Now,  
6 I'd like to turn over to Colonel Baumgartner for  
7 some opening remarks.

8 COL. BAUMGARTNER: Okay, thank you  
9 all for joining us here today and I'll make my  
10 comments very short because I definitely want to  
11 get to the most important part, which is after  
12 our presentation is hearing from most of you.

13 You know, last week of course was  
14 September 11th, it was 16 years after tragedy  
15 struck our nation. Then, of course, as  
16 everybody's been watching very closely the news,  
17 Hurricane Harvey and its impacts on Texas and  
18 Louisiana and beyond, and then Hurricane Irma, of  
19 course the Caribbean Islands, Puerto Rico, the  
20 Virgin Islands, Florida and beyond. And now, of  
21 course, it looks like there's going to be another  
22 big storm, Hurricane Maria, which might be a

1 hurricane three or four, taking the same track as  
2 Irma. So, my thoughts and prayers of course go  
3 out to victims, family and friends of all those  
4 that were impacted.

5 I'll tell you, I grew up in close  
6 proximity to the river. I live on the  
7 Mississippi River now. I grew up as a small boy  
8 with access to the Great Lakes, spending my  
9 weekends and long summers going to the Great  
10 Lakes, particularly Lake Ontario, sometimes Lake  
11 Erie too. So, I very much enjoy the opportunity  
12 here for us all to come together and talk about  
13 our waterways and lakes and how important they  
14 are to us.

15 So, thank you for taking the time, for  
16 joining us in what is a most critical part of our  
17 study process and that's gathering public  
18 comment. This is the third of three public  
19 meetings. If you were tracking, we've had two  
20 already. The first one was in Chicago on the  
21 11th of September, and then the second one in  
22 Muskegon, Michigan on the 14th. So, this is our

1 third session, so great to be here, and all of  
2 them have significant importance to the Corps of  
3 Engineers as we share our Tentatively Selected  
4 Plan for the Brandon Road study.

5 And as already mentioned, we've  
6 brought our subject matter experts and team here  
7 with us today to help inform you of the Corps'  
8 Tentatively Selected Plan. Hopefully you're all  
9 aware that the report has been available for  
10 review since early August and it's going to  
11 remain for review, for your comment. You may  
12 have been tracking, there was a 45-day comment  
13 period that was to close on 2-October, and as of  
14 last week we are, we're going to extend the  
15 public comment period by 45 days. So, the public  
16 comment period will be closed on 16-November.  
17 And you should see this formally posted, this  
18 extension formally posted in the Federal Register  
19 here in the coming days.

20 Addressing the spread of Asian Carp  
21 and other aquatic nuisance species is of course a  
22 shared responsibility. We have responsibilities

1 at the federal, state, local level, non-  
2 government organizations, general public all have  
3 some level of responsibility.

4 And as well, we must recognize there's  
5 an international obligation with our neighbors to  
6 the north in Canada. These entities that I just  
7 mentioned continue to work very closely together  
8 on many fronts and working diligently as part of  
9 an Asian Carp Regional Coordinating Committee  
10 that the Corps participates in, but there's also  
11 many other venues that bring these collective  
12 groups together. I'm certainly proud of the  
13 Corps of Engineers and our role in intergrading  
14 with those efforts.

15 After the release of the Great Lakes  
16 Mississippi River Interbasin Study report back in  
17 2014, the Assistant Secretary of the Army for  
18 Civil Works directed the Corps to evaluate  
19 potential options and technologies at the Brandon  
20 Road Lock and Dam, to prevent to the max extent  
21 possible, the upstream transfer of aquatic  
22 nuisance species from the Mississippi River Basin

1 to the Great Lakes Basin, but also while  
2 minimizing the impacts to waterway uses and  
3 users. It should be noted that the Tentatively  
4 Selected Plan is just that. It's tentative.  
5 There are many steps between the Tentatively  
6 Selected Plan as we're sharing with you today and  
7 the Corps' Chief's Report currently planned for  
8 August 2019.

9           Thanks again for your attendance and  
10 your invaluable comments and input that you will  
11 provide. I also wanted to thank the collective  
12 teams that made today possible. A lot of hard  
13 work and coordination has to happen for one of  
14 these events to take place. So, thanks again for  
15 your attendance and I look forward to speaking  
16 with you individually as time allows and there  
17 will be time after we're done today to do that.  
18 Thanks.

19           MR. LEICHTY: Good afternoon, my name  
20 is Andrew Leichty, project manager for the  
21 Brandon Road study and we're here today to gather  
22 input from you. So, we appreciate everybody

1 turning out today to provide input and comment.  
2 So, I'm going to give a quick overview of what  
3 the planning team did on the study and what we're  
4 doing currently right now, and then the timeline  
5 to finish a final report, and so I'll hurry up  
6 and get through that so we can, the main purpose  
7 again, is to make sure we get your comments.

8 So, the study scope. As Colonel  
9 Baumgartner had mentioned the Assistant Secretary  
10 of the Army for Civil Works in 2014 directed the  
11 Corps to proceed with the study of the control  
12 measures that could prevent the one-way transfer  
13 of aquatic nuisance species from the Mississippi  
14 River Basin to the Great Lakes Basin.

15 So, this was done on the premise of  
16 the GLMRIS report that was completed in 2014.  
17 That report had identified three of six  
18 structural alternatives at Brandon Road as a key  
19 location to prevent the spread of aquatic  
20 nuisance species. And we'll talk about Brandon  
21 Road here in moment with the next slide, but one  
22 key point though about Brandon Road, as you can

1 see on this map, is downstream here at the bottom  
2 in the left-hand corner by the star, the yellow  
3 dot, upstream is the Chicago Sanitary and Ship  
4 Canal electric barrier.

5 And then you get into the Chicago Area  
6 Waterway System further upstream, the CAWS as  
7 it's referred to. So, the key point about  
8 Brandon Road is it's downstream before it spreads  
9 out to the Chicago Area Waterway System. So,  
10 that's key in that we have one control point as  
11 opposed to multiple control points if we had to  
12 get further upstream to prevent transfer.

13 So, the team formulated, based on  
14 modes of transport for aquatic nuisance species.  
15 So, there's three modes of transport, which are  
16 swimming, floating and hitchhiking that are  
17 highlighted here on the slide. So, swimmers  
18 would be obviously fish, floaters are either fish  
19 eggs or fish larvae, and then hitchhikers we  
20 refer as the scud, it's a freshwater crustacean  
21 that hitchhikes on vessels. So, the team looked  
22 at and then find these three modes and formed

1 alternatives based on that and preventing  
2 transport by these modes.

3 In addition the GLMRIS report 2014 had  
4 identified the Bighead and Silver Carp and the  
5 scud as aquatic nuisance species that are in the  
6 Mississippi River Basin that are migrating  
7 towards the Great Lakes. So, the team looked at  
8 those species and confirmed that those still are  
9 the main species of concern of migrating from the  
10 Mississippi River Basin to the Great Lakes.

11 So, why Brandon Road. Again, as we  
12 saw on the map, the previous, it's a control  
13 point before you get into the Chicago Area  
14 Waterway System, but it's also high at the end.  
15 So, for an example, in the Mississippi River  
16 Basin and the Ohio River basins Asian Carp are  
17 moving upstream during flood events or high  
18 water. So, when obstructions in the river are  
19 over topped or there's a high water event, the  
20 fish will get around those barriers or over the  
21 top. That would not happen with the Brandon Road  
22 Dam, because it has at least a 24-foot head even

1 at what is considered a 500 year level flood  
2 event.

3 So, that leaves the remaining path for  
4 aquatic nuisance species here to make it upstream  
5 through the lock. It allows us the opportunity  
6 then to install preventative measures here to  
7 prevent aquatic nuisance species from traveling  
8 upstream through the lock.

9 So, we would also like to recognize  
10 there's a great team of people that are involved  
11 in the fight against aquatic nuisance species.  
12 It includes federal, state and local agencies,  
13 stakeholders, industry and NGO's, and in fact  
14 many of these organizations were already working  
15 on the fight against aquatic nuisance species  
16 before this Brandon Road study started.

17 So, what our team sought to do in the  
18 2014 when we kicked off the Brandon Road study is  
19 look at leveraging the expertise of these other  
20 agencies and gathering best available information  
21 from our partner agencies and stakeholders and  
22 NGO's, as well as using their subject matter

1 expertise to help provide information to develop  
2 alternative plans and also to evaluate the plan.

3 One key part of this team is that  
4 there are several partners here that will be a  
5 part of an implemented solution. So, they're  
6 critical to our nonstructural plan, which I'll  
7 talk about in a moment. But also the fight  
8 against aquatic nuisance species is a shared  
9 responsibility and it takes the skills and  
10 talents and abilities of all, including  
11 authorities of all the agencies involved to fight  
12 the spread of aquatic nuisance species. So, it's  
13 a team effort for sure.

14 So, what the team looked at, we have  
15 the Great Lakes Basin and the inland waterways at  
16 the Mississippi River Basin. So, these are key  
17 resources, not only for the region, but also for  
18 our nation. So, our team took this into  
19 consideration while we were formulating  
20 alternatives; and we wanted to protect the  
21 resources in both the inland waterways and the  
22 Great Lakes Basin.

1                   So, for the one-way transfer of  
2                   aquatic nuisance species, what is it that we're  
3                   trying to protect. So, the Great Lakes Basin has  
4                   over 20 percent of the world's fresh water is in  
5                   the Great Lakes. The Great Lakes has over 5,000  
6                   tributaries that come into the five lakes and  
7                   over 41 percent of the Great Lakes is governed  
8                   by Canada especially endangered species that are  
9                   there and commercial and recreational fishing  
10                  industries.

11                  So, the consequences of establishment.  
12                  So, first off where the Asian Carp are  
13                  established we've noticed an impact on the  
14                  diversity of native species, and a decline in the  
15                  mass, the biomass of those species where Asian  
16                  Carp are established, including plankton. We've  
17                  also seen safety concerns and also a decrease in  
18                  recreational boating activities.

19                  So, recently NOAA conducted a food web  
20                  model, it was conducted on Lake Erie, and the  
21                  results of their model show that in Lake Erie  
22                  there is suitable habitat and potentially the

1 lake could hold up to 10 to 34 percent of Asian  
2 Carp by, by mass. So, there's suitable habitat  
3 there for an established, a population of Asian  
4 Carp. So, what that, again would impact is what  
5 we are trying to protect the Great Lakes and,  
6 again the commercial and recreational fishing, as  
7 well as property values around the lake.

8 So, control measures. The team had  
9 several control measures we looked at and in the  
10 GLMRIS report there were many more that had been  
11 screened out. And these are the control measures  
12 that the team used to formulate alternatives on,  
13 and based again on modes of transport, swimmers,  
14 floaters and hitchhikers. One of the key  
15 measures that the team saw as part of our plan to  
16 implement and it's one that's actually working  
17 now, is nonstructural measures.

18 What that includes is monitoring of  
19 the populations of Asian Carp in the river, and  
20 knowing where they're at and population size, and  
21 also commercial fishing or fishing down of those  
22 populations, as well as a public education

1 outreach.

2           So, we would want to implement that as  
3 part of our solution, continue to do that and  
4 then enhance it also with additional research and  
5 also boat ramps at the Brandon Road Lock that  
6 would allow resource and monitoring and response  
7 activities to occur at a quicker, quickly. The  
8 electric barrier is a measure that stuns and  
9 deters swimming fish. The complex noise is a  
10 noise system that would provide under sound or  
11 more likely vibrations through the water to deter  
12 swimming fish that would be inside the engineered  
13 channel. The engineered channel itself is a  
14 concrete wall with a concrete floor and this is  
15 key to the structural alternatives. It enhances  
16 the effectiveness of the electric barrier and  
17 complex noise to deter swimming fish. It also  
18 provides a platform for future testing and  
19 research and implementation of new control  
20 measures.

21           The flushing lock would operate  
22 utilizing the upstream pool at Brandon Road to

1 allow water to flow through, going downstream  
2 through the lock, and to, that would address the  
3 floaters such as the fish eggs and larval fish.  
4 So, the flow on through the lock while the  
5 downstream gates are open to allow those floaters  
6 to move on out before the lock and head up  
7 upstream. The water jets, these are high  
8 pressured nozzles that would be placed in the  
9 engineered channel itself that would shoot upward  
10 and the idea is to dislodge fish that are around  
11 the vessels coming through the channel, and move  
12 them out and away from vessels.

13 So, these are the alternatives that we  
14 formulated and they are based on the control  
15 measures that I just spoke about on the previous  
16 slide. So, one thing you can see here is that we  
17 have a layer of defense. There's no one control  
18 measure by itself that's 100 percent effective.  
19 So, we're looking at defense in layers. The no  
20 action action plan, which is the first  
21 alternative evaluated, which we would call the  
22 future without project. So, just to explain

1 about that a little bit.

2 The future without project means is we  
3 would not construct anything at Brandon Road or  
4 no implementation of new structural controls;  
5 however, there is the Chicago Sanitary and Ship  
6 Canal, an electric barrier that's in operation  
7 now, that would continue. And there's also  
8 nonstructural measures that are ongoing now, such  
9 as the responsive monitoring and the overfishing  
10 of Asian Carp in the Dresden Pool. Those things  
11 would continue if we chose not to implement a  
12 plan now at Brandon Road.

13 So, then the next one is the  
14 nonstructural alternative by itself. Which again,  
15 as I just mentioned is the response and  
16 monitoring, public education outreach and  
17 commercial fishing. Then we have three  
18 technological alternatives, that include electric  
19 barrier by itself, complex noise by itself, and  
20 then electric barrier complex noise combination.  
21 The last alternative evaluated was lock closure.  
22 The goal here as we formulate these alternatives

1 was to maximize the effectiveness of preventing  
2 the spread of Mississippi River Basin aquatic  
3 nuisance species going upstream, while at the  
4 same time minimizing impacts to waterway users  
5 and uses.

6 So, evaluation criteria, these are the  
7 criteria that we utilized on those six  
8 alternatives, first of all with the  
9 effectiveness, how effective was that alternative  
10 in preventing the spread of aquatic nuisance  
11 species from Mississippi River Basin going  
12 upstream, and what were the impacts to the safety  
13 for those alternatives; what's the relative life  
14 safety risk in comparing them. Impacts to  
15 navigation, such as the cost of operation of  
16 structural measures, rehabilitation and repair of  
17 those implemented measures. Mitigation, the  
18 ability to cycle in new control technologies, the  
19 number of structural control points, and then how  
20 effective was it against the modes of transport.

21 The Tentatively Selected Plan that the  
22 team chose is the technological alternative,

1 complex noise and electric barrier. And the team  
2 selected that alternative because it reduces the  
3 risk of transfer of aquatic nuisance species from  
4 the Mississippi River Basin upstream to the Great  
5 Lakes, while minimizing impacts to waterway users  
6 and uses. It also utilizes the engineered  
7 channel, which is a key control measure that  
8 enhances the effectiveness of the electric  
9 barrier and complex noise, and also future  
10 technologies that could come online, and also  
11 allow for the implementation of those  
12 technologies. This measure also includes the  
13 nonstructural alternative, includes nonstructural  
14 part of this alternative, so that would include  
15 also the response and monitoring and commercial  
16 fishing that would continue, as well as a public  
17 outreach and education.

18           The cost to implement this measure is  
19 \$275 million. It would cost \$8.2 million to  
20 operate annually. The nonstructural controls by  
21 themselves would cost \$11 million to operate on  
22 the annual basis and a large portion of that will

1 include our partner agencies in continuing the  
2 work that they are doing now as far as monitoring  
3 and response and fishing in the Dresden Pool and  
4 other places. The plan would take five years to  
5 construct once funds are appropriated. So, from  
6 appropriation to construction completion it will  
7 take approximately five years.

8 Implementation, so a key part of our  
9 plan is adaptive management. The control  
10 measures that we selected, the complex noise and  
11 the electric barrier. The electric barrier would  
12 not operate when vessels are approaching the  
13 engineered channel or in the engineered channel  
14 or in the lock. So, during those times the other  
15 swimmer deterrent, which is complex noise, would  
16 then be turned on to deter swimming fish while  
17 vessels are in the channel or approaching the  
18 engineered channel or in the lock.

19 So, with adaptive management we want  
20 to be able to effectively manage the control  
21 measures that we do have to optimize them for  
22 effectiveness. So, we will be working with the

1 U.S. Coast Guard and the navigation industry and  
2 others as these control measures are implemented,  
3 and looking for ways to effectively operate them  
4 to enhance and maximize the effectiveness of them  
5 preventing the spread of aquatic nuisance species  
6 upstream, as well as maintaining critical life  
7 safety.

8 Our schedule. So, this slide depicts  
9 the planning schedule; it's a five part process.  
10 So, we are in the middle of this planning process  
11 right now, at stage three, which is the public  
12 review and public comment period. There are  
13 other reviews that are ongoing right now as well.  
14 The agency technical review, which is technical  
15 experts from around the Corps who are not part of  
16 our planning team, are reviewing the planning and  
17 engineering analysis and providing review of  
18 that. And there's a planning and compliance  
19 review from our senior headquarters and then of  
20 course the public input comment that we're  
21 receiving from the public and partner agencies  
22 and that's a part of this, is why we're here

1 today.

2           Again, the Colonel mentioned, that our  
3 public comment period ends on November 16th, so  
4 that changed on last Monday. Our next milestone  
5 in this phase three of the planning process will  
6 end with the agency decision milestone in June of  
7 2018. At that time the team will provide our  
8 senior leaders a path forward, a recommendation  
9 for going forward, how we will take the input and  
10 comments that were received in public review and  
11 the comments that we received from our agency  
12 technical review and others, what areas do we  
13 need to address or tweak or what areas do we have  
14 gaps that we need to fix. And that's what we  
15 would then proceed on into the feasibility phase,  
16 step four.

17           There's one other important review  
18 that will happen also this fall. This  
19 independent external peer review and that will be  
20 done by contract. That review will be completed  
21 late this fall.

22           Also to note, as Colonel mentioned

1 too, the last milestone Chief's Report when we're  
2 done with the planning phase is August of 2019.  
3 Also mentioned on Chief's Report, so first of all  
4 after the next phase, the feasibility phase,  
5 we'll address the comments that we have and then  
6 also continue on with our final engineering and  
7 planning analysis. And then there would be  
8 additional agency technical review and another  
9 policy review of the completed report. So, the  
10 team will finish the report, at that time we will  
11 present it to our senior leaders at headquarters  
12 and they'll review it there. And if it's  
13 approved it would go on into the fifth and final  
14 phase, the Chief's Report phase.

15 During the Chief's Report phase, the  
16 report was taken out for a final state and agency  
17 reviews and NEPA reviews and legal review. We  
18 have an environmental impact statement for this  
19 planning study, so a Record of Decision, or ROD,  
20 would be prepared and signed by the Assistant  
21 Secretary of the Army for Civil Works. Once that  
22 is signed and the report and reviews are

1 complete, at that phase then the Chief of  
2 Engineers can submit the report to the Assistant  
3 Secretary of the Army for Civil Works and they  
4 would review it. They would then send it up to  
5 the Office of Management and Budget for review  
6 and then it would be handed on to Congress for  
7 review, authorization and appropriation.

8 So, this slide here depicts the  
9 overall schedule, that includes the planning  
10 phase, the five steps we talked about here  
11 briefly, all the way up to construction  
12 completion. After the Chief's Report is signed,  
13 we would need authorization and appropriation to  
14 proceed with engineering and design. So, the  
15 team will make an assumption, we won't put a  
16 schedule on the administration or Congress, but  
17 for purposes of laying out a schedule we assumed  
18 that we would get appropriation and authorization  
19 by the fall of 2020. At that time the team could  
20 immediately implement the nonstructural measure  
21 and then begin engineering and design of the  
22 final plans for construction. Construction could

1 then proceed in 2022, and then construction would  
2 be completed in 2025.

3 So, thank you very much for coming out  
4 today. We want to make sure we gather your  
5 comments and input, so we'll get to that real  
6 quick. Again, if you have not done so, there's a  
7 GLMRIS website where you can go and look at the  
8 study itself, it's downloadable. You can provide  
9 additional comments there; you can also find  
10 additional information about the study there.  
11 Also, if you'd like to contact us we have, are  
12 available through Facebook, Twitter and by e-  
13 mail. So, thank you everybody for coming out,  
14 and I'll turn it back over to Jeff to start the  
15 comment period.

16 MR. ZUERCHER: Thanks, Andy. Just a  
17 word to those of you that are on our phone call  
18 right now. We want to apologize, AT&T is  
19 experiencing some difficulties with our  
20 connection. You're hearing a voice talk about  
21 recording over and over again. We're sorry for  
22 the interruption. We're working with AT&T to try

1 to get that taken care of.

2 So, those of you that may not have  
3 known, we are on a conference call, we're also on  
4 a webinar that is allowing people all over the  
5 world to see and hear this at the same time.  
6 We're also trying to take other technology that  
7 has been given to us. We've got Facebook Live  
8 operating right now as well that's recording  
9 this. It will be available on the Facebook page  
10 following this meeting. You will be able to see  
11 this over and over again as many times as you  
12 would like. So, the great news is that the  
13 technology is helping us, but it's also giving us  
14 a few issues. So, hopefully just bear with us,  
15 we're working on it; we hope to get that resolved  
16 very soon.

17 As we go into the comment period I'd  
18 like to just lay out a few ground rules. So,  
19 because we do have a number of people signed up  
20 to speak, we would ask the following of you. As  
21 you come up to speak we ask that you limit your  
22 comments to three minutes. After your three

1 minutes are concluded we ask that you take a seat  
2 and once everybody that has signed up has gotten  
3 a chance to speak and we've gone through all the  
4 other opportunities, including those that are on  
5 the conference call, we'll give you a chance to  
6 come back up and finish if you would desire to do  
7 so.

8 To help you stick with this three  
9 minute limit we have a series of slides that will  
10 guide you through this process. We have a slide  
11 that will start out green and that will start for  
12 two minutes. Once you've reached your final one  
13 minute the slide will turn yellow and every 15  
14 seconds it will update, letting you know how much  
15 time remains. Finally, the slide will turn red.  
16 If you still continue I will politely ask you to  
17 close your comments and take a seat.

18 The good news is that your comments  
19 are being recorded. We have a court reporter  
20 here with us today and he will make sure that  
21 everything that you say is transcribed and will  
22 be for the permanent record; however, for that to

1 count we need a few things from you.

2 First, we will need you to clearly  
3 state your name. If you desire, you can also  
4 state an organization if you are here  
5 representing an organization. The final piece  
6 that will be required for your comment to become  
7 public record is your zip code. If I do not hear  
8 your zip code I will ask you to say your zip  
9 code, so that we have that on record.

10 So, to go along with that we have an  
11 order of priority that we're going to go through.  
12 First priority is those that have pre-registered.  
13 So, many of you signed up out at the sign-in  
14 table and put your name on a list. I'm going to  
15 call off these people, have them come up and  
16 start their comments and we'll have you line up  
17 so we don't have to wait for you to gather.

18 We're going to have you come right  
19 here to this podium. There will be a microphone,  
20 I'm going to move this microphone over to the  
21 podium, you'll be able to speak into the  
22 microphone. Speak as clearly as possible, and

1 that will all get in, so but before we get to  
2 that, we did want to provide an opportunity for  
3 clarification questions.

4 So, if you have a clarification  
5 question our panel would be willing to answer  
6 that. These are questions about the  
7 presentation, some details that you may need  
8 clarification on. We'll do a couple of those and  
9 then so that we have enough time for everyone to  
10 speak we'll go right into the comments. So,  
11 question here?

12 MR. WILKINS: Thank you Jeff, thank  
13 you Colonel. So, my first question is, given the  
14 Brandon Road TSP, we interpret the GLMRIS report  
15 very clearly was authorized by Congress and  
16 therefore was very specific in its authorization.  
17 And the Brandon Road TSP was not authorized by  
18 Congress and our [inaudible] would like to  
19 understand how that came about what justifies  
20 this report to begin with. Thank you.

21 MR. LEICHTY: We do have authorization  
22 for that report and actually if I can ask one of

1 our planners, Kim, do you want to tell us about  
2 that language.

3 MS. SABO: Sure, we're conducting this  
4 study under the ongoing GLMRIS authority and the  
5 Assistant Secretary approved proceeding with the  
6 study after the initial GLMRIS report. I  
7 understand there's concerns about the fact that  
8 this Brandon Road study only addresses one-way  
9 transfer, but we are allowed to take interim  
10 steps within study, and this Brandon Road study  
11 will inform future two-way transfer solutions.  
12 So, this is being conducted under the WRDA 2007  
13 Section 3061(d).

14 MR. ZUERCHER: Other questions?

15 UNIDENTIFIED SPEAKER: Not a question,  
16 but more of a comment. I'd encourage you to  
17 include on that slide, add some dollar figures.  
18 You included shipper savings by barge through  
19 Brandon Road. I would encourage you to also  
20 include the value of the cargo that moves by  
21 barge. It impacts more than just the shippers;  
22 it impacts every member of the consuming public

1 in this area. That's my comment.

2 MR. ZUERCHER: We'll take one more  
3 question, then we're going to have to move into  
4 our comment time.

5 UNIDENTIFIED SPEAKER: Thank you.  
6 Just a quick question, on the engineered channel  
7 it's not showing the dimensions on there. I  
8 thought it was on the initial report. Do you  
9 have the dimensions, width and length of the  
10 engineer channel and the depth if possible?

11 MR. LEICHTY: I don't know exact  
12 figures unless someone else has them but it's  
13 about 270 foot wide, it's going to be about 10  
14 foot depth and the length is 1,200, 1,300 feet.

15 MS. DAVIS: 2,000.

16 MR. LEICHTY: 2,000.

17 MS. DAVIS: 2,500.00.

18 MS. POTTHOFF: It's the whole length  
19 of the current Brandon Road channel.

20 MR. LEICHTY: It is in the report, but  
21 again, that's a good question, and as we get to  
22 the feasibility phase, you know that, those are

1 some of the things engineering wise, planning  
2 wise we'll get to finalize and more detail put on  
3 that.

4 MR. ZUERCHER: Yes, and you know, you  
5 can stop by after the comment period and talk  
6 with our experts. They will be around for a  
7 while and they will have a chance to look that up  
8 as we go through this. So, now I would like the  
9 following individuals to please line up over here  
10 at the podium. I'm going to leave this  
11 microphone over there. Nicolas Green, Tammy  
12 Correct spelling: McDonough  
13 Newcomb and Jeff McDonough, please come to the  
14 podium; we'll start comments with you. And just  
15 a reminder, name and zip code, please.

15 MR. GREEN: My name is Nick Green, I'm  
16 representing Michigan United Conservation Clubs,  
17 48912. Michiganders get it and we have long  
18 gotten it; carp would be a disaster in our Great  
19 Lakes. We have been talking about this issue  
20 much longer than this study has been around, as  
21 was noted prior to the presentation, but we have  
22 to do more than just talk to ourselves about this

1       problem.

2                       We need a unified, multi-state and  
3 multi-agency action. We need to connect with the  
4 public in Illinois and Indiana. In particular,  
5 to share with them how much we need their help on  
6 this issue. For us, a six plus billion dollar  
7 sport fishery, billions of dollars in tourism,  
8 and a water system that we have built our state's  
9 tradition and heritage around are at stake. Not  
10 to mention all the commerce that the Great Lakes  
11 shipping generates for us.

12                      The proposed enhancements represent a  
13 substantial upgrade over the current deterrent  
14 technology and at a cost that is a fraction of  
15 some other options. We will be calling for swift  
16 implementation of those measures, but perhaps,  
17 just as importantly, our counterparts in Illinois  
18 need to hear that we are committed to providing a  
19 two-way solution to this issue. One that not  
20 only keeps invasives from coming up through the  
21 Chicago River, but also that protects rivers,  
22 lakes and streams from Great Lakes basin species.

1 Michigan United Conservation Club's  
2 Executive Director, Dan Eichenger, and Deputy  
3 Director, Amy Trotter, will be submitting in  
4 depth written comments following this meeting. I  
5 would also like to add that MUCC is hosting Great  
6 Lakes Day at the capital in Lansing tomorrow for  
7 those in Michigan. This event will provide you  
8 with a 15 minute block to talk to your  
9 legislators about things such as this plan and  
10 its implementation. Thank you for your time and  
11 consideration.

12 MS. NEWCOMB: All right, my name is  
13 Tammy Newcomb. I'm here on behalf of the  
14 Michigan Department of Natural Resources today,  
15 and my zip code is 48909. Thank you for the  
16 opportunity to be here today to provide input on  
17 the importance of Brandon Road Lock and Dam for  
18 protecting the Great Lakes.

19 Invasive species are a shared  
20 responsibility. They're shared by the states,  
21 the provinces, cities, federal governments,  
22 tribal nations, businesses, industries, and even

1 individual citizens. The Great Lakes eight  
2 states and two provinces recognize the shared  
3 responsibility through our work to harmonize  
4 invasive species policies to the benefit and  
5 protection of the entire basin.

6 As a basin we recognize the risk that  
7 invasive carp pose to the Great Lakes and have  
8 supported the Great Lakes Restoration Initiative  
9 funding for this issue. Currently 44 percent of  
10 all GLRI funding for the invasive species focus  
11 area goes towards this important prevention work  
12 outside of the Great Lakes basin, to reduce the  
13 ecological, social, and cultural and economic  
14 risk posed by Bighead and Silver Carp.

15 We recognize the significant efforts  
16 of many agencies and organizations who, with  
17 Congressional support and stakeholder support,  
18 tackled the Brandon Road study while  
19 simultaneously working to protect the Great Lakes  
20 through on the ground efforts. To be successful  
21 we must continue to work collaboratively towards  
22 solutions. No single entity should bear this

1 alone.

2 We know that invasive carp have the  
3 potential to move through the dispersal barrier  
4 in the Chicago area waterway. The recent finding  
5 of a Silver Carp just nine miles from Lake  
6 Michigan dramatically underscores the need for  
7 more action now. It is a common business  
8 practice when risks are high to incorporate  
9 redundancy into systems. The preferred  
10 alternative outlined in the TSP is a right step  
11 in the right direction to insert redundancy and  
12 further reduce the risk to the Great Lakes Basin  
13 posed by invasive carp.

14 Michigan supports and applauds aspects  
15 of the TSP, including the innovation of an  
16 engineered channel to test future technologies,  
17 including the proposed intermittent barrier.  
18 This is a unique opportunity that can serve as a  
19 national test bed for invasive species control.  
20 We embrace this comment period as the starting  
21 point for these conversations and we look for  
22 further refinement on things such as the detail

1 required to increase the barge transit time, the  
2 detail around that. Consideration of additional  
3 lock upgrades that could benefit the navigation  
4 industry, an investigation of other areas in the  
5 Illinois River system that could be improved to  
6 offset any negative impacts that might occur as  
7 the result of Brandon Road.

8 The risk to the Great Lakes is  
9 recognized as incredibly important to  
10 Michiganders, and therefore, Michigan stands  
11 ready to support additional measures at Brandon  
12 Road Lock and Dam. We urge other Great Lakes  
13 states and provinces to join us in providing  
14 support and leaving a positive legacy for future  
15 generations. Invasive species are a shared  
16 responsibility. Thank you.

17 MR. ZUERCHER: And as Jeff comes up to  
18 the microphone would Paul Rohde, Darren Melvin  
19 and Pete Colarelli please line up.

20 MR. McDONOUGH: Hi, I'm Jeff McDonough,  
21 I'm from Joliet, Illinois, a concerned citizen, a  
22 taxpayer and I'd just like to make a comment.

1 MR. ZUERCHER: Your zip code?

2 Correct spelling: McDonough MR. MCDONOUGH: Oh, 60436, right down  
3 at Brandon Road. I've looked over and I've heard  
4 your presentation and I just don't feel  
5 comfortable the way that the fish's eggs and the  
6 larvae and such are going to be taken care of. I  
7 mean, you can flush them and you can waterjet  
8 them, give them a jacuzzi, you know, do whatever,  
9 but I don't think they're going to be contained  
10 as well. You can contain the fish, but the eggs,  
11 the larvae, that's what's going to get through.  
12 And unless you can contain them, destroy them, do  
13 whatever, that fish is getting through. Thank  
14 you.

15 MR. ROHDE: Paul Rohde, Waterways  
16 Counsel, 63105. Thanks first of all for  
17 extending the public comment period. We  
18 appreciate that extension. There's too much at  
19 stake, we have to get this right, and part of  
20 that I think is looking at two-way AIS and all  
21 taxa.

22 We were disappointed though that the

1 public comment period was not, did not include  
2 adding locales for these public meetings. There  
3 are other areas around the country that will be  
4 impacted, industries and commercial navigations  
5 from locations far beyond the Illinois Waterway  
6 impacted by whatever changes we'll see at Brandon  
7 Road.

8 First and foremost, our interest in  
9 any changes at Brandon Road is that we cannot put  
10 the safety of mariners in question. Deck hands  
11 can't break tows if an electric barrier is  
12 active in the vicinity of the lock. If the  
13 barrier is to be turned off during lockages, it  
14 seems that the mooring cells then would seem  
15 unnecessary. And I appreciate Colonel, talking  
16 to you beforehand, you're looking at other  
17 options, maybe a 1,200 foot lock makes more sense  
18 and many other options that you are considering.  
19 We appreciate that.

20 Any changes at Brandon Road must also  
21 not adversely impact tow configurations. If the  
22 electric barrier isn't turned off during

1 lockages, we'll be seeing triple lockings  
2 occurring for a 15 barge tow. According to one  
3 of our members in the towing community, if we're  
4 impacting tow sizes, their crews would be  
5 required to be on deck by an increase of 240  
6 percent during lockages at Brandon Road.

7           The navigation industry creates half  
8 a million jobs to the United States, the economy,  
9 and provides the most environmentally friendly,  
10 least intrusive, least expensive means of  
11 transporting the products that we all use, the  
12 underpinnings of our economy. USDOT predicts a  
13 45 percent growth in multi-modal freight volume  
14 by the year 2040; that's a 43 increase by truck  
15 alone.

16           We need this river to help ease  
17 congestion on our roads and rail system. Brandon  
18 Road transited more than 11 million tons last  
19 year alone. If river transportation were  
20 displaced at Brandon Road alone, it would require  
21 almost 445,000 trucks to move that tonnage. That  
22 445,000 trucks lined up bumper to bumper, that's

1 over 6,300 miles, enough to drive from Chicago to  
2 Los Angeles, back to Chicago, back to Los Angeles  
3 alone, but more likely driving traffic off the  
4 river would shift the markets entirely and the  
5 industries and the jobs would dry up, a result of  
6 higher transportation costs.

7 We appreciate the work that you're  
8 doing. We ask a couple of things to consider.  
9 The Nature Conservancy is considering a sodium  
10 hypochlorite option. We'd like to see that get  
11 more detailed and we'll include that in public  
12 comments. Also, water basin control that's being  
13 used in the Panama Canal we feel is something  
14 that's worth looking at.

15 And finally, it's awfully tough to  
16 make public comments when we don't know the cost  
17 of the engineered channel. That's an important  
18 detail, awfully difficult to provide substantive  
19 comments when you have such a potential for wide  
20 variance of costs. Thank you.

21 MR. MELVIN: Good afternoon, my name  
22 is Darren Melvin, I'm with Hansen Material

1 Service, 60404. First, I want to thank the Corps  
2 and the group for hosting this meeting, we  
3 appreciate the opportunity to provide comments.  
4 Also appreciate the extension of the public  
5 comment period. Because the report is so long  
6 and detailed it's going to take quite some time  
7 to get through.

8 I'm currently the marine operations  
9 manager for an aggregate company in the area. I  
10 oversee a small towboat operation that operates  
11 several boats and a fleet of 65 barges. Also  
12 responsible for about 35 employees that count on  
13 the river for their daily jobs. In addition to  
14 that, we've got about 50 more employees that work  
15 at two quarries that are on either side of  
16 Brandon Road Lock, so we transit the area a lot.  
17 The Tentatively Selected Plan is under review by  
18 the company, but I'd like to offer some initial  
19 comments based on what I've read so far.

20 First, I believe the current  
21 processes, which include fish monitoring,  
22 harvesting and electrical arrays at Romeoville

1 are working and have definitely made a large  
2 difference in the fish population. These  
3 nonstructural items have reduced the leading edge  
4 of the Asian Carp by about 68 percent according  
5 to some reports. It has also been determined  
6 that the leading edge of the population has been  
7 stalled and has not moved further up river for  
8 about the past 20 to 25 years, and continuing to  
9 perform these processes should help to reduce the  
10 population, and push back the leading edge in the  
11 most cost-effective method possible.

12 I reviewed the summary of the project,  
13 which includes a variety of technologies, both  
14 proven and unproven, that have been proposed.  
15 I'm alarmed to see that an electric barrier is  
16 being proposed at the lower end of the engineered  
17 channel. This has been proposed at the lower  
18 approach where it is critical to have employees  
19 on deck to assist the captain as a bow lookout.  
20 Electricity and water do not mix. This component  
21 should not even be considered as a viable option,  
22 since it could put professional mariners or

1 weekend boaters, at risk of losing their lives.

2 In the past meetings the Army Corps  
3 would not commit to an exact number of barges  
4 that would be allowed to lock through as a single  
5 lockage. Any option that would require tows to  
6 break and drop tow would be unacceptable for many  
7 reasons. First, it would put employees in harm's  
8 way each time they need to break or build the tow  
9 in additional time. Also, by installing a  
10 staging area two miles away it would create a  
11 bottleneck at the lock. Typically we have about  
12 a one to two hour delay there now. I mean, we  
13 could be looking at multiple days to get through  
14 that lock if we have a bottleneck where we can  
15 only get through with six barges at a time.

16 And even our smaller company, we move  
17 about 300 barges each direction through that lock  
18 over the last couple, each year over the last  
19 couple of years, which is the equivalent of about  
20 21,000 truckloads of material. More than likely,  
21 if the bottleneck was to occur and we were  
22 looking at 24 to 48 hour delays every trip

1 through, we would probably shift that cargo to  
2 truck and or stop moving the cargo altogether.

3 So, thank you for the opportunity to  
4 speak. And please remember, jobs and livelihood  
5 are at stake. Thank you.

6 MR. ZUERCHER: As Pete comes up  
7 please, Susan Donovan, Kevin Rund and Del  
8 Wilkins, please line up.

9 MR. COLARELLI: My name is Pete  
10 Colarelli, 60439, I represent Citgo Petroleum  
11 Corporation. Its Lemont refinery and the 550  
12 employees, 200 contractors who work there every  
13 day. First of all, I'd like to thank the U.S.  
14 Army Corps of Engineers, Illinois Department of  
15 Natural Resources, and all the organizations that  
16 came together to successfully deter the invasive  
17 species to date and I hope that we'll continue to  
18 see that great cooperation.

19 Many of us in this room have already  
20 demonstrated we see the waterway system as a life  
21 blood of the Midwest and that's certainly true  
22 for Citgo. It goes beyond just those areas just

1 outside the jurisdiction, so to speak, of the  
2 canals and waterways. For us, I just want to, I  
3 hope you'll take this into account, that any  
4 interruption in our ability to run product up and  
5 down the waterways beyond two weeks is really  
6 devastating to us. Because we, like many other  
7 industrial facilities, have only a certain amount  
8 of storage space. So, if you get beyond that two  
9 weeks it puts us in jeopardy of continuing to  
10 operate.

11 Also, I'd like to put on a couple of  
12 other hats. I'm here beyond Citgo, I'm also a  
13 two term Alderman for the City of Lockport and a  
14 number of our Lockport residents work at  
15 facilities like Citgo. So, the continuance of  
16 operations along the canal are very important to  
17 them.

18 I'm also a past president for the  
19 Lockport Chamber of Commerce and so the Lockport  
20 Chamber of Commerce and all the chambers  
21 understand that the devastation that could occur,  
22 not only to large businesses like Citgo, but all

1 of the passive industries that depend on  
2 companies like Citgo for their livelihood as  
3 well. And then finally, I'm here as a parent.  
4 My wife and I are parents to 10 children, and we  
5 know that, you know, a 15 barge tow represents an  
6 additional 1,000 trucks on the road way and for  
7 environmental reasons we'd like for us to be able  
8 to continue to use the waterways, which have  
9 proven to be an environmentally sound mode of  
10 transportation. Thank you very much for your  
11 time.

12 MS. DONOVAN: Good afternoon, I'm  
13 Susan Donovan, Director of Government Relations  
14 for the Nature Conservancy in Illinois, 60603.  
15 We appreciate the opportunity to share our input  
16 on this important issue at this hearing today.  
17 So, thank you for hosting.

18 To state the obvious, action must be  
19 taken to stop the movement of aquatic invasive  
20 species through the Chicago Area Waterway System  
21 in both directions, as directed by Congress.  
22 Regarding this study and recommendations, while

1 current nonstructural measures are important,  
2 they alone are not adequate.

3           Brandon Road Lock is the right place  
4 to start. Any potential invader that floats,  
5 swims or is attached to vessels must pass through  
6 this lock from the Mississippi River Basin to the  
7 Great Lakes. The full range of taxa must be  
8 addressed and there needs to be a sense of  
9 urgency to implement a solution. We appreciate  
10 the Corps' purposes, or proposes, I'm sorry, to  
11 use a number of technologies and that they  
12 recognize that more needs to be done.

13           We note that the Corps plans  
14 incorporate other technologies in the engineered  
15 channel at a later date; however, we think there  
16 is a better solution that is available now. Only  
17 one concept on the table has a potential to  
18 prevent passage of AIS and remain, and maintain  
19 navigation, and that's an AIS lock treatment  
20 system. It would be more effective and less  
21 costly.

22           An AIS lock treatment system, in an

1 AIS lock treatment system, boats and barges would  
2 pass through measures to deter fish into an  
3 engineer channel with a treatment chamber. Once  
4 the chamber gates are closed, the held water is  
5 chemically treated to kill all organisms to  
6 prevent AIS passage. After treatment, the  
7 chamber water is detoxified and vessels are  
8 released to the lock to complete their journey to  
9 CAWS the Chicago Area Waterway System throughout  
10 that.

11 This solution includes proven  
12 treatment technologies that need to be creatively  
13 applied to this solution. TNC commissioned a  
14 study by the U.S. Geological Survey to determine  
15 what treatment options that offer the best  
16 potential to effectively kill 100 percent of the  
17 full range of aquatic taxonomic groups. Then we  
18 contracted with a large engineering firm, CH2M,  
19 to complete a conceptual design. The engineering  
20 study illustrates how AIS lock treatment system  
21 can be implemented within CAWS, that both  
22 environmentally and economically sustainable and

1 designed to not unduly impede navigation.

2 To summarize, our three top priorities  
3 here is to stop invasive species moving from both  
4 directions, to stop all species, not just Asian  
5 Carp, and to act now, to act with some urgency.  
6 We are providing some written comments as well.  
7 So, thank you very much for your attention today.

8 MR. RUND: I'm Kevin Rund, I'm here  
9 representing Illinois Farm Bureau, zip code  
10 61701. Illinois Farm Bureau is a farm  
11 association with more than 400,000 members here,  
12 including over 70 percent of the farmers here in  
13 the State of Illinois. We rank first or second  
14 in any given year in production of corn and  
15 soybeans here in the Midwest, usually duking it  
16 out with Iowa. Plus there are millions of  
17 additional acres out there dedicated to wheat and  
18 specialty crops.

19 Our Illinois Department of Agriculture  
20 points out that 44 percent of the grain produced  
21 here in Illinois is sold for export and over 60  
22 percent of all exports are shipped by water.

1 Now, a relatively small portion of those ag  
2 products come through the CAWS here, just over  
3 300,000 tons annually. But just as important as  
4 the shipment of chemicals and petroleum products  
5 through the CAWS here, which ultimately help to  
6 contribute to agricultural inputs.

7 So, Illinois agriculture has a vested  
8 interest in the waterway system here and that's  
9 why we've made it a point to participate in the  
10 Brandon Road discussion. There are certainly  
11 some safety concerns with the proposed  
12 alternative design for locks, especially for the  
13 crews on those tows locking through at Brandon  
14 Road. But there are also time delay  
15 considerations and what causes that second  
16 concern also compounds the first. The proposed  
17 lock configuration would cause tows to be  
18 severely restricted. Many of them would have to  
19 be broken down, reconfigured to lock through.

20 Now, besides adding onerous delays  
21 that would in turn add significant exposure to  
22 the safety risk up there for those members,

1 especially those on deck. I believe the proposed  
2 design is a bit short sighted, in that the report  
3 even noted "the technology alternatives cannot  
4 accommodate historically observed traffic  
5 levels". Elsewhere in the report it assumes we  
6 won't reach those levels again that we did 10  
7 years ago.

8 But that is a bit short sighted when  
9 you're dealing with a project that could still be  
10 around and in use 50, 60, maybe even 70 years  
11 from now. I'm disappointed that the alternatives  
12 didn't give serious consideration to something  
13 that would help offset the need for that  
14 reconfiguration of the tows, specifically a  
15 larger lock. Another impact by pushing freight  
16 off the waterway system we push it on to other  
17 modes and that would create a lot of other issues  
18 I really don't have time to discuss here.

19 Now, we're supportive of efforts to  
20 prevent the spread of invasive species and we  
21 support the continuation of the nonstructural  
22 alternatives that IDNR and the federal agencies

1 have been using. We want those to be continued.  
2 We want to look at how we might improve those and  
3 the efficacy of other options out there. So,  
4 we'd ask the Corps to consider adjustments to  
5 lock configuration that would minimize, if not  
6 eliminate, that tow reconfiguration. Thanks for  
7 the time to comment.

8 MR. ZUERCHER: As Del comes to the  
9 microphone would Mike Blaske, Leigh Phelps-  
10 McMullen and Mathias Kemper please line up.

11 MR. WILKINS: Thank you very much, Del  
12 Wilkins, Illinois Marine Towing, zip code is  
13 60410. Again, I'd like to thank you, Colonel,  
14 thank you for the Corps and thank you for the  
15 additional time that was mentioned, the 45 days,  
16 because in fact it is a very complex and detailed  
17 report. It will be very hard to digest and be  
18 able to really offer our comments.

19 I come to you not only for Illinois  
20 Marine Towing, but I'm also the Midwest Chairman  
21 for the American Waterways Operators Association,  
22 and would like to say that while we're excited

1 and thank you for that extra time, we're still  
2 disappointed in the fact that we're not taking  
3 these public hearings around the country. The  
4 fact remains that there are 36 states that border  
5 the Illinois Waterway system, so therefore we do,  
6 in fact, believe it is a national issue, not just  
7 an Illinois, Michigan or regional Great Lakes  
8 issue. So, we again, we implore you to  
9 reconsider that position and to really consider  
10 other key states that make an important  
11 contribution to the Midwest.

12 We support all nonstructural defense  
13 measures, by evidence of some of the statistics  
14 offered by one of the other members here and  
15 colleagues. Given the fact that commercial  
16 fishing is reducing the leading population and  
17 given the fact that habitat has not moved in 25  
18 years, we believe that there is no need for any  
19 urgent or immediate reaction. And the sense of  
20 urgency, while urgent, should not be one that's  
21 implemented without any due cause. So, we think  
22 the timeline is valid and we think the timeline

1 also should echo and end up in a win-win  
2 solution, not a win-lose result.

3 Other commentary, we mentioned and  
4 you've heard the commentary about the commerce  
5 and importance, not just for the barging, but  
6 also other modes of transportation. In my  
7 commentaries in Chicago I mentioned the 19  
8 billion tons of commerce that's moved by truck,  
9 rail and barge. It's a network. Any time you  
10 disrupt one of the modes of this transportation  
11 you affect the network, which affects the  
12 competitive advantage of our country to the world  
13 market.

14 So, it's imperative that we understand  
15 exactly the cause and effect of what we're doing  
16 and where we're going to implement. When you  
17 look at Brandon Road in particular, the lockages  
18 that would move currently from 11,000 to 11,500  
19 lockages, by restricting that to 7,000 to 8,000  
20 given the added time and configuration of tows  
21 and some for the things you've heard before,  
22 certainly puts those tons on the highways, on the

1 rail system of this region where already  
2 construction, I'm sorry, congestion and challenge  
3 to move the commerce that moves today. Adding  
4 further to what car transportation highly led to  
5 be, one of the most congested traffic areas in  
6 the country, so why add to that.

7 Finally, I would like to highlight the  
8 fact that I have seven of my colleagues, I want  
9 the record to reflect that seven colleagues that  
10 also work with Canal Barge, Illinois Marine are  
11 here and support. Why, these are family wage  
12 jobs, good wage jobs that we employ and use for  
13 servicing this country, servicing this nation,  
14 that would also ensure that whenever we consider  
15 anything that we do not affect these American  
16 jobs, who are taxpayers. With that, our final  
17 report will be submitted in the time allowed for  
18 further commentaries to more details of these  
19 public comments. Again, thank you for the time  
20 and appreciate it.

21 MR. BLASKE: Mike Blaske, Illinois  
22 Marine Towing, 60441. So, thank you guys for

1 holding this open forum and commentary session.  
2 As the marine superintendent of Illinois Marine  
3 Towing, I'm responsible for 170 mariners that we  
4 have on our waterway, in the Chicago area  
5 waterways. Their livelihoods are affected with  
6 the proposed, or tentative plan.

7 With the way that it's, the channel,  
8 the proposed channel is proposed to be  
9 constructed and with electronic barrier involved,  
10 our mariners being put at the risk of the  
11 electrical barrier in operation is not reasonable  
12 by any means necessary. The electronic barrier  
13 in Lemont is functional, is working. The fishing  
14 methods that they are doing currently, as  
15 mentioned earlier, has reduced the population and  
16 can and will continue to reduce that population.

17 I am all for a working order to get  
18 everybody together to stop invasive species. We  
19 are all stewards of our waterways and it's  
20 certainly an effort that needs to be addressed,  
21 but the proposed plan, the tentative plan, is not  
22 the route that we should chase down. They're

1 currently doing some gill netting now and  
2 continue to do that, and I think that has been  
3 our best method thus far, and look for that to  
4 continue. There's 270 employees with Illinois  
5 Marine Towing and a lot of them are going to be  
6 affected by this. And as delays occur that  
7 compounds traffic. That slows down the river  
8 industry. It takes one job after the other,  
9 after the other, away from us.

10 Like Del had mentioned, it's a family  
11 oriented business. Each one has a family to  
12 support and we're all here for that purpose.  
13 Invasive species can be destructive to all, but I  
14 think collectively a different alternative could  
15 be met with the willingness to spend a quarter of  
16 a billion dollars on this project, and not have  
17 it ready until 2025, I imagine there's some other  
18 investigations that could be had that could be  
19 found to be a more amicable means of separation  
20 here. Thank you for your time.

21 MS. PHELPS-McMULLEN: My name is Leigh  
22 Phelps-McMullen, and I serve as Corporate Counsel

1 for Ingram Barge Company, 37205. I'm not going  
2 to spend a lot of time today talking about things  
3 that I know you're already well aware of. Things  
4 like the millions of dollars in estimated damages  
5 from this TSP's implementation, which will no  
6 doubt, as you've already heard, increase rates  
7 and cause potential additional work force  
8 reductions.

9 Things like the concern for our worker  
10 safety, which is not guaranteed by this TSP.  
11 According to the first paragraph of page ES16 of  
12 the report. And finally, I'm not going to spend  
13 any additional time denying the existence of a  
14 nuisance fish that has impacted my own community  
15 of Lake Barkley and Kentucky Lake.

16 Every person here today knows that the  
17 presence of aquatic nuisance species can present  
18 devastating ecological and economic problems.  
19 While there is anecdotal support for the  
20 effectiveness of electric barriers and the use of  
21 complex sound and other control technologies,  
22 everyone here can readily admit that implementing

1 this TSP is not a sure bet, and it will not be  
2 totally effective.

3 Aquatic nuisance species, as we're all  
4 aware, reproduce at alarming rates. So, the  
5 spread of some fish, but not all, into the Great  
6 Lakes is still a problem. It does not make sense  
7 to spend nearly \$300 million on what is being  
8 branded as a solution, when in fact it will cause  
9 additional problems for other industries that are  
10 also dependent on our waterways.

11 Some may say, well, we have to do  
12 something and we have to do it quickly.  
13 Unfortunately, the solution presented by the TSP  
14 is not one that is swift. The control methods  
15 outlined in the TSP, using the most liberal of  
16 estimates, as we've heard, would not be completed  
17 until 2025. And this is assuming that funds are  
18 appropriated and that a non-federal sponsor is  
19 timely identified.

20 To make matters worse, the TSP will  
21 cause millions of dollars in operational costs  
22 and lost jobs within the shipping industry, upon

1       which our nation and our worker's families  
2       depend. So, what can we do? We've heard the  
3       stories of entrepreneurs utilizing nonstructural  
4       methods by harvesting these fish for use in pet  
5       food, as well as commercial fishermen and  
6       processors shipping hundreds of thousands of  
7       these fish to Asian markets that consider our  
8       trash to be their treasure.

9                In other words, instead of spending  
10       millions of dollars to create a solution and  
11       negatively impacting other industries, these  
12       folks are using the problem to earn millions of  
13       dollars and create jobs. All while eradicating  
14       these fish from our waterways. And not just the  
15       waterways in these communities in the Great  
16       Lakes, but the waterways throughout the entire  
17       Illinois River System. We want to see a study  
18       and a proposal that does just that; eradicates  
19       ANS, generates revenue and creates jobs with  
20       fiscally responsible government spending.

21               In closing I'll say this. If you have  
22       an idea that you think is a solution, but through

1 its implementation creates the need for  
2 additional solutions, you have not created a  
3 solution. You've created a new problem. Thank  
4 you.

5 MR. ZUERCHER: As Mathias come up,  
6 would Jamie Long, Tyler Parrish and Wallace  
7 Killion please line up.

8 MR. KEMPER: My name is Mathias  
9 Kemper, I'm a tow boat pilot for Hansen Material  
10 Service, zip code is 60608. And most of my  
11 concerns have already been commented on, but  
12 foremost in my mind is the safety of my crew, and  
13 it was stated earlier that electricity and water  
14 don't mix and I couldn't agree more with that.

15 And also, in light of the fact that  
16 the migration has been stalled for 20 to 25 years  
17 and the populations have been reduced up to 68  
18 percent since 2010, if I'm not mistaken, I think  
19 is in my opinion a pretty good indication that  
20 the current methods are working. That's really  
21 all I have, thank you.

22 MR. LONG: My name is Jamie Long, zip

1 code 46307. I am with Middle River Marine. We  
2 move approximately 2.5 million tons of aggregates  
3 and cement on the Illinois Waterway, primarily  
4 between Peoria and downtown Chicago. This  
5 equates to about 1,667 barges per year. We  
6 employ over 50 people in our organization.

7 I would like to thank the Corps of  
8 Engineers for these public meetings and the  
9 extended comment period. I am also disappointed  
10 that the meetings in key states did not take  
11 place, as the Asian Carp is a national issue. No  
12 one wants to see Asian Carp on the Great Lakes.

13 As previously mentioned, the leading  
14 edge of the Asian Carp has not moved in 25 years,  
15 and their population has decreased 68 percent.  
16 The barge industry is the safest and most  
17 environmentally friendly transportation mode in  
18 the world. For every barge you see there are  
19 over 70 trucks that are taken off the local  
20 highways. If the shippers are forced up the  
21 river to increase costs, delays, reliability,  
22 cargo will be placed onto these trucks. Our

1 company alone would place another 167,000 trucks  
2 into an area already known for its gridlock.

3 This would increase air pollutions and  
4 accidents. For every one death in the barge  
5 industry there are 132 in the trucking industry.  
6 This alternative would be hazardous to everyone;  
7 not to mention the degradation of a highway  
8 system that is already in problems as you see  
9 just getting on and off I-80.

10 The plan would also cause the barge  
11 industry to increase their touches, for lack of a  
12 better word, on the barges if they break and make  
13 tow. This is an added safety risk to the  
14 mariners who are already experiencing a very  
15 dangerous job, especially during the winter  
16 months up here in the area.

17 When this issue first came up years  
18 ago, I mentioned to the XO of the Corps of  
19 Engineer in Chicago the fight needed to go where  
20 the enemy is, and the over fishing has done that.  
21 The population, again, has decreased 68 percent.  
22 So, I would just like to say, continue to fight

1 where they are, not where they are not. Thank  
2 you.

3 MR. PARRISH: My name is Tyler  
4 Parrish, and I'm currently a deck hand for Hansen  
5 Material Service.

6 MR. ZUERCHER: Zip code, please.

7 MR. PARRISH: 65692. A lot of you  
8 guys have already covered basically what I'm  
9 going to get at. You are messing with a lot of  
10 deck crews, not only them from my company and a  
11 bunch of other companies. That's our livelihood.  
12 This is how we support our families, it's how we  
13 get our benefits. I get my insurance,  
14 everything, through my company.

15 If you go through with this you put no  
16 telling how many people out of work and in that  
17 point in time what do they do. As an electric  
18 barrier, it's a major safety hazard, as working  
19 on the deck I don't want to be up there near it.  
20 The jets I'm not sure exactly how those work.  
21 And other than that it's just not a good idea,  
22 putting that many people out of work, because

1       what are they going to do? That's all I've got  
2       to say.

3                   MR. ZUERCHER: As Wallace comes up  
4       would Ann Baskerville please line up.

5                   MR. KILLION: My name is Wallace  
6       Killion, area code 60551, zip code. I work for  
7       Lee I. Hansen. I'd like you to consider other  
8       options. The one I see we're coming up with  
9       here, I think we used the money more efficiently  
10      putting into the locks, fixing the locks. What  
11      we've got now with the other fish barrier, we  
12      have chaos. If it ever shuts down, then when  
13      they reopen it, there's no places to tie off with  
14      the boats. There's a bunch of congestion there  
15      causing problems.

16                   But I probably won't have a job,  
17      caused effectively for these other companies to  
18      bring materials and stuff up here. There's no  
19      way they're going to keep it up. I'll probably  
20      lose my job, they'll open up another quarry  
21      someplace. I've worked for Lee I. Hansen and  
22      that would be more cost efficient for them.

1                   Safety concerns; I'm worried about  
2 fuel coming up, very combustible fuel for the  
3 refineries up in Lemont. And that's all I have  
4 to say, thank you, wish you'd consider other  
5 options.

6                   MR. ZUERCHER: Is Ann in the room,  
7 still?

8                   UNIDENTIFIED SPEAKER: No, Ann decided  
9 not to talk.

10                  MR. ZUERCHER: Okay, that's all right.

11                  Correct spelling: Mallinger MR. MALINGER: My name is Robert  
12 Albrecht Malinger, zip code 46304. I'm here as a  
13 private citizen and I'm also a member of the  
14 Northwest Indiana Paddling Association; the group  
15 that advocates for access to rivers in this area.  
16 And I wanted to thank you for the opportunity to  
17 speak and to support the actions taken.

18                  They're paving the road in front of my  
19 house right now. It's very easy to get public  
20 support for filling potholes because everybody  
21 experiences it every time they drive over it and  
22 their car drive is jolted by it. It's a little

1 harder, perhaps, to feel the emotional attachment  
2 and the concern about something that's mostly  
3 invisible to all of us, these fish. And so I  
4 appreciate the fact that it's more of a task to  
5 understand and marshal emotion around support for  
6 this idea, but I think the ideas proposed are a  
7 step in the right direction. I appreciate the  
8 work that engineers and scientists who work for  
9 the government, which means that they work for  
10 all of us, have put into this. I'm proud of what  
11 you do.

12 I do believe that the solution seems  
13 to be not a total solution, it seems to be one  
14 directional and I would like continued interest  
15 to find a more permanent solution for it.  
16 Everything that we're talking about is important,  
17 but the value of the Great Lakes to this nation  
18 and the world is a priceless gem that goes beyond  
19 a season of industry beyond the next 10 years.  
20 It's priceless forever. So, please do what you  
21 can to protect it. Thank you very much.

22 MR. ZUERCHER: We have a few others

1 that registered online to speak today, but did  
2 not possibly get a chance to check in. Krista  
3 Grimm, or Robert Hirschfeld, are either of you  
4 here? All right, technology, love it and hate it  
5 at the same time.

6 Much better. All right, now it is  
7 time for us to go to the phone line, and Lynn  
8 Muench, I believe we heard that you were on the  
9 line and that you registered to speak. Would you  
10 like to make a public comment at this time?

11 MS. MUENCH: I certainly would.

12 MR. ZUERCHER: Go ahead.

13 MR. MUENCH: All right, I couldn't  
14 tell whether you could hear me, we've had a lot  
15 of technical difficulties down here. I'm Lynn  
16 Muench with the American Waterways Operators, my  
17 zip code is 63109. AWO is a national trade  
18 association for the tugboat, towboat, barge  
19 industry. Over 20 of our members utilize and  
20 rely on the Illinois Waterway for livelihood of  
21 business and its employees. And all AWO member  
22 companies depend on the Federal Government's

1 commitment to maintaining Congressionally  
2 authorized waterways, to support the short and  
3 long term transportation needs of our nation.

4 First I'd like to thank the Corps for  
5 extending the comment period for 45 days.

6 Obviously it's a large complex report and we'll  
7 need that much time to get through it. I would  
8 wish that the Corps had given us 75 extra days to  
9 really provide thorough and thoughtful comments.

10 There is one concern; however, AWO  
11 also requested that you hold public meetings in  
12 New Orleans and or Houston. This is obviously a  
13 national issue, as illustrated by the fact a  
14 major portion of products move through the  
15 Brandon Road Lock originate in Louisiana and  
16 Texas. AWO is disappointed that you decided not  
17 to expand the hearing locations, making it  
18 possible for many of the commercial stakeholders  
19 and AWO members, and our customers, to attend the  
20 public hearing, effectively disenfranchising  
21 commercial interest in this process.

22 AWO continues to support a suite of

1 nonstructural options that are in place at this  
2 point and that have been successfully implemented  
3 by the Illinois DNR and federal agencies. As  
4 others have stated, but I think cannot be  
5 repeated enough times, that the leading edge has  
6 not moved in 25 years and as the leading edge  
7 there has been a 68 percent decrease in the Asian  
8 Carp population.

9           And on top of that, the electric  
10 barriers are working. They have provided, they  
11 provide redundancy and continue to work, and they  
12 continue to prove that they work through  
13 scientific knowledge. Monitoring is also  
14 working. In a lot of ways this looks like a  
15 solution looking for a problem.

16           What we really need to do is continue  
17 nonstructural efforts and also to need to  
18 encourage these actions further downstream; act  
19 where the fish are and where we can decrease  
20 their numbers. We also need to encourage  
21 commercial harvesting. This would be more cost  
22 effective and would be effective as has already

1       been proven.

2                   AWO members have serious concerns with  
3       the economic settings in the basis of this  
4       decision. To avoid the review of the Office of  
5       Management and Budget, the Corps sent only nine  
6       questionnaires on economic impact to shippers and  
7       carriers. There are multiple concerns with this  
8       outreach that we'll discuss further in our  
9       written comments.

10                   In the last several years the Corps  
11       has constricted or stopped traffic through the  
12       CSSC for fish kills, barrier testing, barrier  
13       repairs, and studies. This along with required  
14       helper boat over the electric barriers has cost  
15       the industry millions. How will these  
16       scheduled/non-scheduled closures that are on top  
17       of what is being proposed be evaluated and put  
18       into the study?

19                   AWO also has serious concerns with  
20       logistics and safety issues, many of which you've  
21       heard from my members. And any type of  
22       [inaudible] will definitely impact the

1 environment, not for the good, and the quality of  
2 life, also could be devastating. Because for  
3 every one death in the towing industry, there are  
4 over 18 on rail and 132 on trucks. And the  
5 injuries are even more.

6 I will stop there because I am  
7 [inaudible] and will put most of my other  
8 comments in writing. Thank you.

9 MR. ZUERCHER: Thank you, Lynn, thanks  
10 for participating online. Is there anyone else

11 on --

12 MS. MUENCH: Robert was on the line,  
13 I think he got off.

14 MR. ZUERCHER: Okay, thank you. Is  
15 there anyone else on the phone that would like to  
16 make a public comment?

17 MR. Murphy: Hi, this is Spencer  
18 Murphy, I'd like to make a comment.

19 MR. ZUERCHER: Go ahead.

20 MR. MURPHY: Thanks, my name is  
21 Spencer Murphy, my zip code is 70118. I am a  
22 General Counsel for Canal Barge Company. We are

1 a family owned marine transportation and logistic  
2 company headquartered in New Orleans, but we  
3 operate throughout the entire inland waterway  
4 system.

5 You've already heard today from Del  
6 Wilkins, who is the president of our subsidiary  
7 company, Illinois Marine Towing. We are a member  
8 of AWO, so we support those comments, and will  
9 also be submitting our own written comments to  
10 more fully address our concerns.

11 But a few items I just wanted to  
12 highlight while we have everybody in the meeting  
13 is, one, just to reiterate the requests, repeat  
14 the request to have a public meeting down in this  
15 part of the world. We have had public meetings  
16 in New Orleans in the past for other GLMRIS  
17 projects, commentary and I think it's very  
18 appropriate given the amount of industry down  
19 here that is directly impacted by any closure of  
20 the Brandon Road Lock, that we should have the  
21 opportunity to fully participate.

22 I've tried to listen in as best I can,

1 but as you all know we've had some very difficult  
2 technical difficulties just to listen in to the  
3 phone call. So, I'm asking you to please take  
4 into consideration and reconsider having a public  
5 meeting down here.

6 Two difficult points that I just want  
7 to make on the Tentatively Selected Plan. Number  
8 one, when it comes to an electric barrier. From  
9 a risk management standpoint we think that it  
10 should be a non-starter. The existing electric  
11 barriers are problematic as it is. As you  
12 probably know, or may not know, that's one of the  
13 only areas of the national waterway systems where  
14 if you fall overboard the Coast Guard will not  
15 come get you. It is a safety hazard to our crews  
16 every day that we are currently working around  
17 and doing our best to mitigate, but we shouldn't  
18 be repeating that project anywhere else on the  
19 Illinois Waterway system.

20 Secondly, as relates to the engineered  
21 channel, you know, I think there are a lot of  
22 questions about exactly what that looks like.

1 Just some of the comments that I've seen or some  
2 of the details that I've seen in the report  
3 suggest that it would be the end of in-the-wet  
4 construction with several scheduled delays of  
5 three to four months of a total shut down of  
6 navigation to do that.

7 As far as in-the-wet construction  
8 goes, my only real appreciation for that method  
9 is the Olmsted Lock and Dam, which you may know  
10 is now several decades out of its timeline and  
11 several billion dollars over budget. In many  
12 cases due to the in-the-wet construction method.

13 Additionally, a three to four month  
14 shut down to accomplish part of this project is  
15 really something that we would ask the Corps to  
16 re-evaluate. So again, I will be submitting more  
17 detailed written comments on behalf of Canal  
18 Barge Company and Illinois Marine Towing, but I  
19 do appreciate the opportunity to speak. I would  
20 ask you to please come down and see us in New  
21 Orleans so we can have more industry to have an  
22 opportunity to participate. Thank you.

1                   MR. ZUERCHER: Thank you. Is there  
2 anyone else online that would like to speak? All  
3 right, hearing none for now. What I'd like to do  
4 is open it up to the room. If anyone had three  
5 minutes and they didn't get through their talk  
6 and would like to finish or anyone that didn't  
7 register, this is your time.

8                   MR. WILKINS: Del Wilkins again,  
9 Illinois Marine Towing, 60410. And I think this  
10 statement is really more of a reactionary  
11 statement, because one thing I hear and have  
12 read. Urgency is driven by the fact that we  
13 found one fish just below T.J. O'Brien. It's my  
14 appreciation that there's no scientific evidence  
15 that that fish came through the barrier to get to  
16 that location. So, the correlation to say that it  
17 was a breach is not based on scientific fact.  
18 So, therefore I just want the record to reflect  
19 that.

20                   The other fish that was found north of  
21 the barrier was in Lincoln Park. Lincoln Park  
22 Zoo is a completely contained, not any way

1 connected to the inland waterway system or the  
2 CAWS or anything else, and of course we think  
3 that was eco-terrorism. Which underscores the  
4 fact that, given the fact that we've heard people  
5 say that can this be and could it be a solution  
6 looking for a problem, eco-terrorism is a threat.  
7 And I would have to really hope that we don't put  
8 people in the means of wanting to take that as  
9 recourse of action because they could lose their  
10 jobs or lose their livelihood or what have you.

11 And then what do we do next? Do we  
12 then look to close down I-94, because that has  
13 access to the lakes as well. So, a commentary  
14 would be to ensure that we're prudent and smart,  
15 and that we put out the facts about this forensic  
16 analysis of this fish that was found below T.J.  
17 O'Brien. Because there's different opinions and  
18 I don't hear the other side that it's not based  
19 on forensic analysis that, in fact, breached the  
20 barrier. Thank you.

21 MR. ZUERCHER: Was there someone else  
22 on the phone that wanted to speak?

1 MS. MUENCH: Yes, Andrew, Lynn Muench,  
2 and I'm sorry I had put my hand up before and  
3 that wasn't working either. I was having a  
4 really difficult time hearing and there were a  
5 couple questions that I had about this  
6 presentation. The boat ramps, what is the  
7 reasoning for boat ramps?

8 MR. ZUERCHER: All right, we'll take  
9 a side detour and go with a couple of questions  
10 real quick. Does somebody want to address the  
11 boat ramp issue?

12 MS. POTTHOFF: Sure.

13 MR. ZUERCHER: We're going to have to  
14 share microphones.

15 MR. LEICHTY: It enhances the  
16 effectiveness of response and lock activities,  
17 but Johnna can add some more details.

18 MS. POTTHOFF: And first off, the boat  
19 ramps are for Corps or emergency response or  
20 rapid response, actually.

21 MS. MUENCH: I can't hear anything  
22 from this.

1                   MR. ZUERCHER: Hold on one second, we  
2 only have one speaker phone, so I'm bringing  
3 Johnna over.

4                   MS. POTTHOFF: Hello, Lynn, it's Johnna  
5 Potthoff. So, the boat ramps are for, they will  
6 be on Corps property and they're not public boat  
7 ramps. They are for the implementation of the  
8 nonstructural measures because the crews that go  
9 out and do over fishing and monitoring in those,  
10 above Brandon Road and below Brandon Road, have a  
11 difficult time finding a place to park and stage  
12 their boats and trucks. And so that's the  
13 purpose, is to improve the access in those two  
14 pools.

15                   MR. ZUERCHER: Other questions, Lynn?

16                   MS. MUENCH: Yes, I should know this,  
17 but ATR and IEPR, what is that?

18                   MS. POTTHOFF: ATR is Agency Technical  
19 Review and what that is are people, Corps  
20 employees who are experts in their field, who  
21 have not touched the GLMRIS report as far as  
22 being on the project team. They are the various

1 expertise that were needed to put together the  
2 report. They are, review the report, submit  
3 comments, and then the team makes edits and  
4 improves the report based on their comments.

5 IEPR is outside of the Corps. It is  
6 a contract that's the experts in the specific  
7 disciplines that are, you know, that are needed  
8 to put together the report are hired, and they  
9 once again review the report and the team then  
10 responds to comments and makes improvements on,  
11 in that report.

12 MR. ZUERCHER: And the IEPR is  
13 Independent External Peer Review, it's required  
14 by Congress.

15 MS. MUENCH: Thank you.

16 MR. ZUERCHER: Anything else?

17 MS. MUENCH: That's it, thank you.

18 MR. ZUERCHER: Thank you, Lynn.

19 MS. POTTHOFF: One thing I did want to  
20 note about the engineered channel. It's, we have  
21 in the measures part of the report, which is 6.32  
22 structural measures, that's where we have a

1 little more detailed information about the  
2 different measures that are in the TSP. The  
3 channel is about 2,300 feet long and the  
4 approximate width, it would be 232 feet wide.  
5 That's, our general construction and design of  
6 that is to ensure that we minimize the, we're  
7 planning on blasting the sides of the channel, so  
8 we basically maintain the width of the channel.  
9 I wanted to make sure everyone knew about that.  
10 And then also the depth is between 13 and 14  
11 feet.

12 MR. ZUERCHER: Great, so we've got  
13 that question answered. Does anybody else wish  
14 to make a public comment at this time?

15 MR. NUNEZ: Good evening, my name is  
16 Jay Nunez, zip code 61348. I currently work for  
17 Mid River Marine, I've been a mariner for a long  
18 time. I just wanted to make a comment.

19 When there's a storm and there's a  
20 power line that goes down, you would encourage  
21 people to walk away from it. So, why would you  
22 encourage us, or mariners, to go towards it with

1 the electrical barriers. Thank you, that's all.

2 MR. ZUERCHER: Anyone else on the  
3 phone or here in the room?

4 MR. COMER: Good afternoon, my name is  
5 Patrick Comer, I am at 60514. Just to throw you  
6 off a little, this is a question, not a comment.  
7 Excuse my ignorance, because I've entered this  
8 arena only recently, but I'm curious about  
9 something. Have the life cycles of the various  
10 species of carp been studied to determine the  
11 most efficient and effective natural controls,  
12 such as predation or genetic modification?

13 And more specifically, such as been  
14 done with insects and other life forms, we  
15 sometimes have the technology to enable sterile  
16 reproduction methods. That is to say, males and  
17 females may copulate, but they give birth to  
18 nothing. And so I'm wondering if that kind of  
19 control has been studied or looked at for the  
20 Asian Carp populations. Thank you.

21 MR. ZUERCHER: Thanks for your  
22 question. That's a more detailed question, so

1 I'd like you to meet with Mark after this and he  
2 will give you full details on that. Anyone that  
3 would like to hear more about that can circle up  
4 with Mark. Is there anyone else that would have  
5 a public comment? Going once, going twice.

6 With that, I would like to close out  
7 our meeting. Just to make note real quick,  
8 GLMRIS, G-L-M-R-I-S.anl.gov is the website, that  
9 is the location you can go to if you would like  
10 to submit online comments. Again, that is  
11 available to anyone all over the world. You're  
12 welcome to make comments at any time. Just to  
13 repeat, for those of you on the phone that did  
14 have difficulty listening, our Facebook Live  
15 presentation, which does have audio and video is  
16 available at any time. We have all three  
17 meetings online at the Rock Island Facebook page.  
18 You can find them there.

19 We will take written comments as well  
20 here at the meeting, as through the mail. I know  
21 that's kind of old fashioned, but we work that  
22 way, because we are the Government. So, feel

1 free to mail us from any location, to go online  
2 and submit comments. All of the comments,  
3 whether at a public meeting or online or in  
4 writing are considered equally.

5 So, we encourage you to continue to  
6 submit those comments so we can look at them and  
7 analyze them and make responses. So again, thank  
8 you for your time, this is the end of the  
9 meeting. The meeting is officially closed at  
10 5:45. Have a great day.

11 (Whereupon, at 5:45 p.m., the above-  
12 mentioned public hearing was concluded.)  
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This is to certify that the foregoing transcript

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Interbasin Study Brandon Rd. Report

Before: US Army Corps of Engineers

Date: 09-18-17

Place: Joliet, IL

was duly recorded and accurately transcribed under  
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