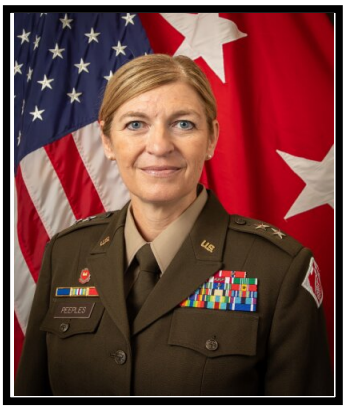
Mississippi River Commission

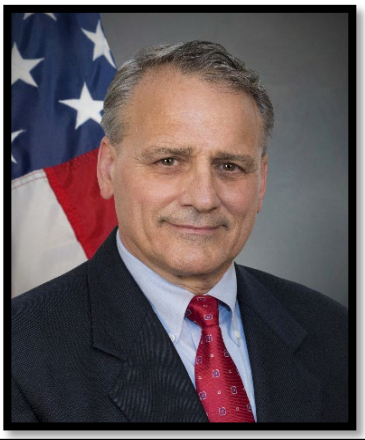
Executive Summary of Proceedings
410th Session April 7 – April 12, 2024
411th Session August 18 – 23, 2024

Executive Summary of Proceedings

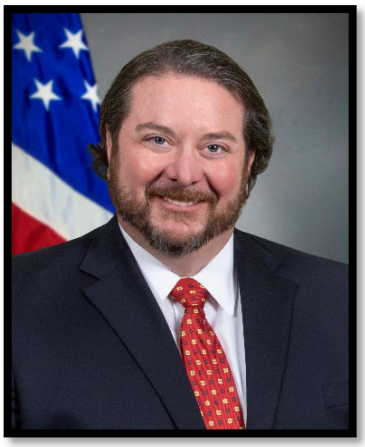
Mississippi River Commission Members



Maj. Gen. Kimberly Peeples
President
Appointed October 2, 2023

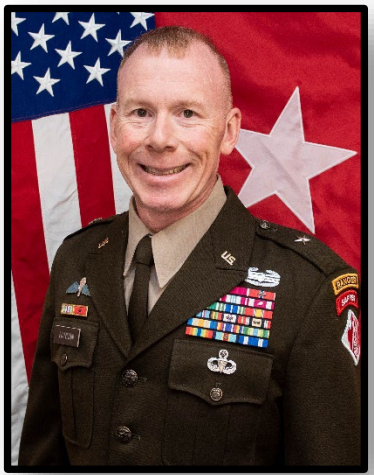


Hon. James Reeder
Civil Engineer
Appointed May 17, 2018

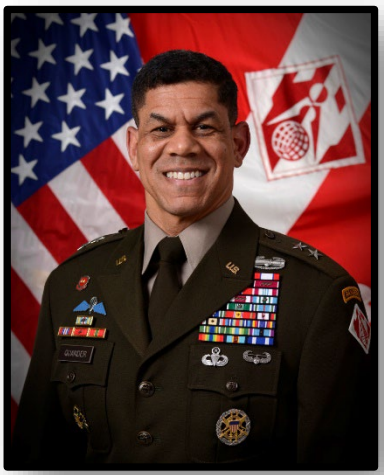


Hon. Riley James
Civilian Member
Appointed March 24, 2020

Hon. Dr. Robert Miller
Civil Engineer
Appointed September 27, 2022



Brig. Gen. William Hannan
Military Member
Designated June 28, 2024



Maj. Gen. Mark Quander
Military Member
Designated June 30, 2023

Rear Adm. Ben Evans
NOAA
Designated December 2021

Mississippi River Commission

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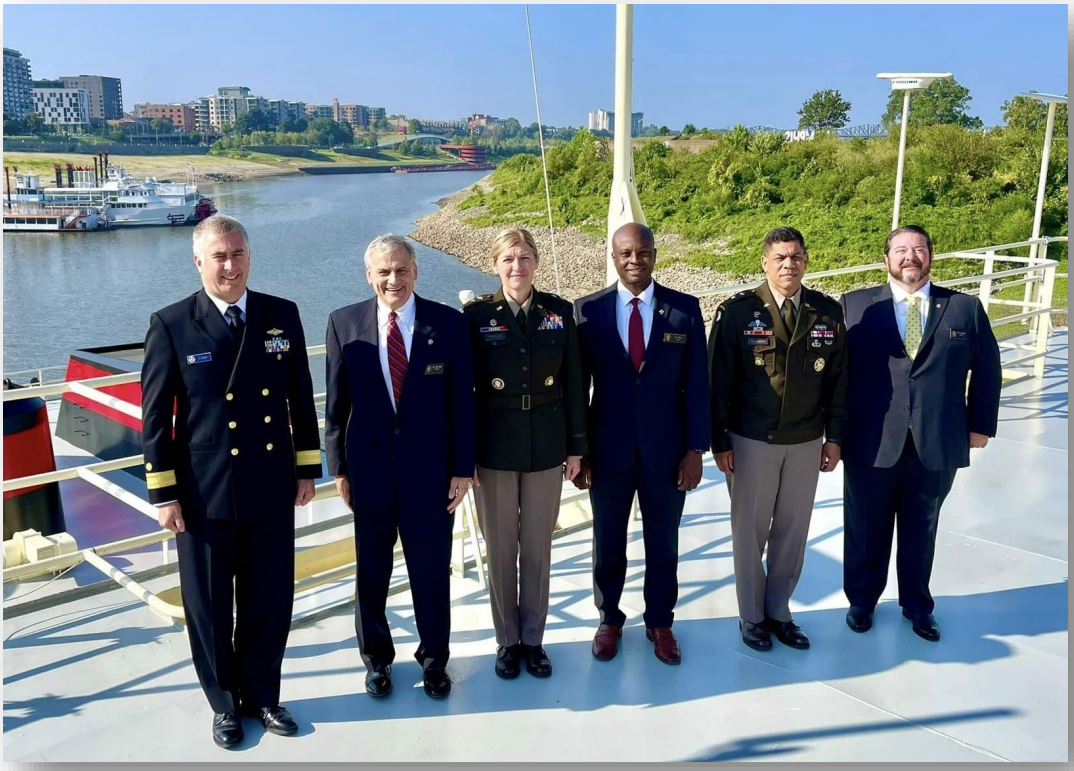
Authorities

The purpose of the Mississippi River Commission inspection trip process is to maintain a consistent exchange of viewpoints and ideas among the public, partners, stakeholders, elected officials, the Commission, the U.S. Army Corps of Engineers and agencies from the private, state and federal sectors. Specifically, the Mississippi River Commission recommends policy for the development of details and carrying out of work for the MR&T project; considers and recommends the general character and types of work to be used; and recommends the annual program of work to be undertaken. To carry out these functions, the Mississippi River Commission makes inspection trips and site visits to gain a first-hand understanding of the conditions and challenges presented by the river. The Mississippi River Commission also holds public hearings to allow for partners and stakeholders to share their concerns through public testimony and the submission of a formal written statement.

The Mississippi River Commission holds inspection trips in accordance with Section 8 of the 1928 Flood Control Act:

"Sec.8.…The commission shall make inspection trips of such frequency and duration as will enable it to acquire first-hand information as to conditions and problems germane to the matter of flood control within the area of its jurisdiction; and on such trips of inspection ample opportunity for hearings and suggestions shall be afforded persons affected by or interested in such problems."



Commissioners Left to Right: Rear Adm. Ben Evans, Hon. James Reeder, Maj. Gen. Kimberly Peeples (President), Hon. Dr. Robert Miller, Maj. Gen. Mark Quander, and Hon. Riley James. Not Pictured: Brig. Gen. William Hannan

Executive Summary of Proceedings

Authorities

Designation of Functions and Agencies for the Execution of the Mississippi River Flood Control Project Adopted by the Act approved May 15, 1928.

1. Section 8 of the Flood Control Act approved May 15, 1928 reads as follows:

   "The project herein authorized shall be prosecuted by the Mississippi River Commission under the direction of the Secretary of War and supervision of the Chief of Engineers and subject to the provisions of this act. It shall perform such functions and through such agencies as they shall designate after consultation and discussion with the president of the Commission. For all other purposes the existing laws governing the constitution and activities of the Commission shall remain unchanged. The Commission shall make inspection trips of such frequency and duration as will enable it to acquire first-hand information as to conditions and problems germane to the matter of flood control within the area of its jurisdiction; and on such trips of inspection ample opportunity for hearings and suggestions shall be afforded persons affected by or interested in such problems. The president of the Commission shall be the executive officer thereof."

2. After consultation and discussion with the President of the Mississippi River Commission, in accordance with the law set forth above, the following functions and agencies of the Mississippi River Commission, in connection with the execution of flood control work in the Mississippi valley, hereby designated by the Secretary of War and the Chief of Engineers:

   a. Making the inspection trips and holding the public hearings described under Section 8 of the Act approved May 15, 1928.

   b. Recommendation of the policy for the development of the details of the project adopted by law.

   c. Recommendation of the policy for carrying out the work under the adopted project.

   d. Consideration and recommendation of the general character and types of work to be used in construction under the adopted project.

   e. Recommendation annually of the program of work to undertaken during the following fiscal year.

   f. Recommendations upon any matters authorized by law.

   g. The executive officer of the Commission and the Engineer Districts of the Mississippi valley are designated as the agencies for carrying out the project.

Executive Summary of Proceedings

2024

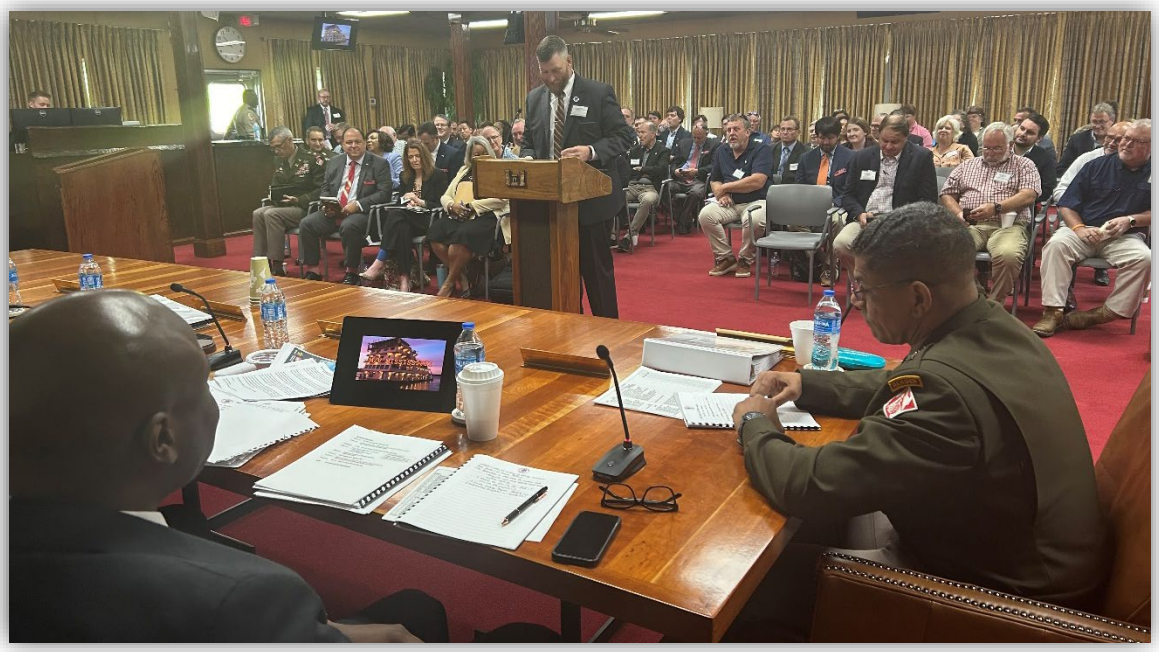
The following is a summary of the testimony provided at the public hearings, as well as a summary of the site visits and inspections conducted during the 410th and 411th sessions. In 2024, 120 partners spoke before the Commission and/or provided formal written testimony filed for the record. Another 330 partners attended the public meetings. The formal written testimony and Commission's written responses are held on file at the Mississippi River Commission Headquarters in Vicksburg.

The Mississippi River Commission held its 410th Session from April 7 – April 12, 2024. Approximately 150 members of the public attended the four public hearings held in New Madrid, Mo., Memphis, Tenn., Greenville, Miss., and Baton Rouge, La. As part of the 410th Session, the Commission inspected 700 miles of the Mississippi River from Hickman, Ky., to Baton Rouge, La.

During 410th session, 47 partners provided testimony through the public hearing process. Additionally, the Commission conducted site visits to the Hickman Port, Elvis Stahr Harbor, Fulton County Levee District, Caruthersville Floodwall, Memphis Harbor, Arkabutla Lake and Dam, Pointe Coupee Parish Pumps, and Port Allen Lock. The Commission also provided stakeholders with an update on the Lower Mississippi River Comprehensive Study and held a roundtable discussion with the River Industry Executive Task Force.

The Mississippi River Commission held its 411th Session from August 18 – August 23, 2024. During the session, 61 partners provided testimony and approximately 180 members of the public attended the four public hearings held in New Madrid, Mo., Memphis, Tenn., Lake Village, Ark., and Berwick, La.

As part of the 411th Session, the Commission inspected 700 miles of the Mississippi River from Cape Girardeau, Mo., to Old River, and 130 miles of the Atchafalaya down to Berwick, La. Additionally, the Commission conducted site visits to the Little River Drainage District and Levee District No. 3, Mo., to inspect drainage ditches; Cairo Floodwall; Lake Chicot Pumping Plant; Southeast Arkansas Levee District levee slides; a helicopter flyover tour of flood control and navigation features in the Atchafalaya Basin; and the Bayou Chene floodgate.



Executive Summary of Proceedings

Partners Engaged

Agriculture & Economic Development
Calhoun Economic Development Association
GNG Farm Partnership
Missouri Farm Bureau
Ross Planting Company
Viserion Grain

Congressional Offices
Sen. John Boozman, Ark. (Chase Emerson & Joshua Mullinax) Sen. Bill Hagerty, Tenn. (Jonathan White)
Sen. Josh Hawley, Mo. (Matt Bain)
Sen. Cindy Hyde-Smith (Case Knight and Bill Crump)
Sen. Eric Schmidtt, Mo. (Heath Robbins)
Sen. Roger Wicker, Miss. (Brad Ferguson)
Rep. Trent Kelly, MS-1 (Adam Grubbs)
Rep. Rick Crawford, AR-1 (Gene Higginbotham & Hunter Selvey)
Rep. Steve Scalise, LA-1 (Robyn Krieger)
Rep. Bruce Westerman, AR-4 (Cody Burkham)

Environmental, Conservation, Education, Recreation & Tourism
America's Watershed Initiative
Arkansas Game & Fish Commission
Atchafalaya Basin Keeper, La.
Barataria-Terrebonne National Estuary Program
Delta Coast Consultants
Grenada Lake Project Champion
Inclusive Louisiana
Louisiana Hypoxia Working Group
Lower Mississippi River Conservation Committee Memphis Parks Partnership
The Nature Conservancy
Restore or Retreat
Sierra Club
Tulane Law School
U.S. Fish and Wildlife Service

Flood Control
American Bottoms
Amite River Basin Commission
Cotton Belt Levee District
Drainage District No. 3 of Pemiscot Co.
Dyer County Levee and Drainage District No. 1, Tenn. Fifth Louisiana Levee District
Fulton County Levee Board
Lake County Levee Board
Lake County Levee and Drainage District
Little River Drainage District, Mo.
Mississippi Levee Board
Morganza Action Coalition
Neighbors of the Mississippi
North Lafourche Levee District, La.
Piney Ditch Drainage District, Ark.
Plum Bayou Levee
Sny Island Levee and Drainage District
Southeast Arkansas Levee District
South Lafourche Levee District, La.
St. Francis Drainage District, Mo.
St. Francis Levee District of Arkansas
St. Francis Drainage District of Arkansas
St. Francis Levee District of Missouri
St. Mary Levee District, La.
St. John's Levee and Drainage District, Mo.
Tensas Basin Levee District
Terrebonne Levee and Conservation District, La.
White River Irrigation District
White River Levee District
Yazoo-MS Delta Levee Board, Miss.

Ports & Harbors
America's Central Port District
Corn Belt Ports
Hickman-Fulton County Riverport Authority
Memphis & Shelby County Port Commission
Osceola Harbor, Ark.
Port of Memphis
Port of Morgan City, La.
Port of New Orleans

River Basin Association
Arkansas Waterways Commission
Kaskaskia Watershed Association
Mississippi Valley Flood Control Association
Ouachita River Valley Association
Red River Valley Association
Upper Mississippi, Illinois and Missouri River Association Upper Mississippi River Basin Association
West Tennessee River Basin Authority
White River Coalition

River Industry
American Commercial Barge Line
American River Transportation Co.
American Waterways Operators
Archer Daniels Midland Company
Associated Branch Pilots
Big River Coalition
Campbell Transportation Co., Inc.
Canal Barge Company, Inc.
Genesis Marine
Gulf Intracoastal Canal Association
Ingram Barge Co.
Inland Rivers Ports and Terminals
JB Marine Services
Kirby Inland Marine
Marine Expertise
Marquette Transportation Company
River Industry Executive Task Force
Turn Services, LLC
Waterways Council, Inc.
Wepfer Marine, Inc.

State/Local Elected Officials
Dan Gibson, Mayor of Natchez, Miss.
Jay Paul Woods, Mayor of Trumann, Ark.
Macie Roberson, Retired Mayor of Lake County Monique Boulet, Mayor-President Lafayette Parish
Nick White, Mayor of New Madrid, Mo.
Tracy Brick, Mayor of Marion, Ark.

Other State & Local Agencies
Louisiana Coastal Protection and Restoration Authority
Louisiana Office of Community Development
Missouri Department of Natural Resources
Missouri Geological Survey

Water Supply/Water Management
Bayou Meto Water Management District, Ark.
Yazoo Mississippi Delta Joint Water Management District

***Bold Indicates Partner provided testimony**

Executive Summary of Proceedings

Purpose & Objectives

Purpose

The purpose of the Mississippi River Commission inspection trips is two-fold:

Public meetings and discussion panels allow partner and stakeholders to meet with the Commission to discuss local and regional challenges related the Mississippi River and the greater Mississippi Valley Drainage Basin. The Commission uses the knowledge gained from testimony and engagements to foster a better understanding of the needs of the region and improve management of the watershed by keeping policymakers informed of those challenges. The Commission also uses testimony and public engagement to make recommendations on policy, program needs and types of work.

Site Visits allow the Commission to visually inspect USACE project features and public infrastructure, businesses and other enterprises from the transportation, agriculture, ecosystem, manufacturing, commerce, and energy sectors that benefit from flood protection and navigation improvements. Through this process, the Commission meets with local sponsors and entrepreneurs to gain a deeper understanding of the impacts of federal investments and engineering improvements on local, regional, and national economies.

2024 Objectives

The convening power of the Mississippi River Commission provides the ultimate viewpoint survey. The inspection trip process affords our partners and stakeholders with the opportunity to voice their water resources concerns before a presidentially appointed commission.

The objectives of the 410th and 411th Sessions of the Mississippi River Commission were to listen to the concerns of the people who live, work, and recreate along the river; to get boots on the ground to inspect engineering challenges; and partner to find sustainable solutions to those challenges.

The objectives of the 410th Session were six-fold:

1. Inspect the ongoing construction at **Caruthersville Floodwall** replacement project
2. Site visit to levee repairs along the **Mississippi River mainstem levee in Fulton County**
3. Inspect the progress on critical emergency repairs at **Arkabutla Dam**.
4. Inspect **Pointe Coupee Parish, La.,** and receive update on the critical repairs to **Pumping Station**
5. Visit completed emergency repairs to **Port Allen Lock**
6. Update stakeholders on progress on **Lower Mississippi River Comprehensive Study**

The objectives of the 411th Session were five-fold:

1. Inspect and gain a greater understanding of how water is conveyed through the **Atchafalaya Basin** and the challenges/deficiencies in the system
2. Inspect critical levee slides and deteriorated levee roads (necessary for flood fighting) on the **Mississippi River Mainstem Levee** maintained by the **Southeast Arkansas Levee District**
3. Inspect interior drainage systems in **Little River Drainage District**
4. Inspect the newly constructed **Bayou Chene Barge Gate**, a partner-constructed flood control feature that reduces backwater flooding of the Atchafalaya Basin in the vicinity of Morgan City

Executive Summary of Proceedings

Top Regional Issues & Recommendations 2024

Complete the MR&T System

Through the unprecedented floods of 2011, 2016, 2018, 2019 and 2020, the Mississippi River is trying to remind us that the MR&T system is not complete and cannot pass the project design flood. The Mississippi River Commission and our partners in the lower Mississippi Valley are grateful to the Nation and Congress for annual MR&T appropriations and the generous emergency supplementals. Since the historic 2011 flood on the lower Mississippi River, Congress has invested more than $5.3 billion on the MR&T project. The U.S. Army Corps of Engineers has used those appropriations to improve and repair the most precarious reaches of the MR&T system, yet many critical unfunded priorities remain. **The Mississippi River Commission identifies a $2.3 billion investment needed to address critical construction items that pose the greatest performance concern and probability of catastrophic consequences in the event of the project design flood. The Commission commends the Mississippi Valley Division for expressing an annual capability of $800 million, addressing both construction and operations and maintenance under the MR&T appropriation to expedite system resiliency.** The pattern of extreme weather events significantly increases the risk of devastating floods to the people, agriculture, industry, manufacturing and commerce that drives our economy. Investment in the MR&T provides resilience and ensures future generations will reap the same benefits from the river for the next 100 years.

Mississippi River Levee Maintenance - The Backbone of the MR&T

The 2011 flood tested the MR&T system unlike ever before. The system held but sustained heavy damage due to the immense stress and loading of the levees. Following the flood, the Corps of Engineers developed a meaningful strategy to repair and address deficiencies sustained during the flood. All told, since 2011, Congress invested $1.5 billion for the repair and construction of Mississippi River Levees and $2.8 billion in the repair and construction of revetment, dikes and other channel improvement features that protect the levee system from scour and erosion. Thanks to that generous investment and recognition that the Mississippi River Levees are the backbone for the MR&T project, the flood control system is stronger, better and more resilient than the system that passed the 2011 flood and subsequent major floods in 2016, 2018, 2019 and 2020. Not only has the Corps of Engineers completed significant construction on priority features along the Mississippi River necessary to pass the Project Design Flood, but it has also been able to make significant progress on features that improve conditions and maximize the benefits to roughly 27,000 square miles of land on the protected side of the levee system.

Over the past few years, however, a change in funding processes and priorities has led to critical maintenance items for Mississippi River Levees to be deferred due to a lack of available funding. Of particular concern and interest to this Commission is the widespread pervasiveness of levee slides (sloughing) that plague the Mississippi River Levees in all seven states along the lower Mississippi River. The Commission is aware of 74 major levee slides, which if not repaired, threaten to reverse the investment gains to the system made since 2011. Approximately 16 percent of these levee slides were reported as early as 2018-2019. Local levee district

engineers testified to the Commission that the levee slides, left unchecked, would pose significant problems for the Corps of Engineers and local levee districts in passing the Project Design Flood.

To this end, the Mississippi River Commission recommends that Mississippi Valley Division staff develop a similar investment strategy employed after the 2011 flood to prioritize and address levee slides and other critical levee maintenance items on the Mississippi River Levee system. The strategy should:

- **be cognizant of the existing framework of the MR&T annual appropriation**
- **contain a prioritized list of maintenance items and associated liabilities**
- **develop a sustainable plan to address current levee slide backlog and any future levee slides that will inevitably occur**
- **explore innovative solutions to prevent and repair levee slides effectively**

Continuing Low-Water Across the Mississippi River Basin

Low-water conditions persist throughout the Mississippi River Basin for the third consecutive year and will likely extend into the fall and winter, limiting industry's ability to load vessels to max capacity and causing delays at ports and harbors and harbors along the rivers. Thanks to significant investments made through annual and supplemental appropriations the past two decades, the Corps of Engineers successfully maintained navigation on the Mississippi during the 2022 and 2023 low-water events through channel improvements and the regulating program's engineering of the river. To this end, the channel is positioned for similar success during the 2024 low water. Dustpan dredges were critical to this success. The Corps of Engineers is investigating solutions internally to address the aging of the dustpan dredge fleet, but a solution may require future Congressional support. In response to the continued challenge of low water, the Commission reiterates the recommendations from its March 30, 2023, signed formal statement, “Charting a Future Path Through Low Water”:

- **Development of a steady and reliable funding strategy to improve the resiliency of the inland marine transportation system and to increase the flexibility for dredging ports and harbors**
- **Prioritization of the completion, operation, and maintenance of the MR&T Channel Improvement Program and of the Regulating Works Program on the Middle Mississippi.**
- **That the Mississippi Valley Division explore the benefits, costs and policy implications of implementing the authorized 12-foot channel on the Mississippi River below Cairo**
- **A comprehensive examination of dustpan dredging needs and vulnerabilities, to include recapitalization of the dustpan fleet**

Executive Summary of Proceedings

Top Regional Issues & Recommendations 2024

Value to the Nation: Tell Our Story

Our partners in the Mississippi Valley continue to express in testimony that the MR&T's value to the nation cannot be understated. The flood protection provided by the system is essential for achieving energy security, economic security, food security, and job security in the region. As of 2024, the MR&T has prevented more than $2.3 trillion in flood damages, a return on investment of $109 for every $1 invested, making the MR&T one of the most successful civil works projects in the nation's history. MR&T levees protect powerplants that produce 26% of the total power generated in the five states of the lower valley. These same levees protect 563 manufacturing facilities that generate $106 billion in revenues and employ 207,000 workers; they protect 22.5 million acres of cropland that generate $8.7 billion in revenue annually and employ 56,000 people; and they protect more than 4.5 million people and 1.2 million residential structures. These staggering statistics are cited in the 2014 report entitled "The Economic Profile of the Lower Mississippi River" produced by the Lower Mississippi River Conservation Committee to provide specific details of the numerous benefits of the lower Mississippi River to the Nation. **The report has been an invaluable tool for the Mississippi River Commission in communicating the value of the MR&T to the Administration, the Congress and the U.S. Army. Therefore, the Commission recommends that the Corps of Engineers partner with the LMRCC to produce an update to the 2014 "Economic Profile of the Lower Mississippi River" to help the Commission to continue to communicate the value of flood control to our national security.**

Lower Mississippi River Comp Study – Don't Lose Sight of Flood Control & Navigation

The Commission recognizes the need for a comprehensive review of the MR&T project and fully supports the Lower Mississippi River Comprehensive Study which is in its second year and nearly through the scoping report stage. **The Commission also fully supports efforts to incorporate environmental benefits where possible so long as they do not adversely affect the tremendously successful and effective flood control and navigation benefits of the MR&T project.** During the 410th and 411th sessions, the Commission received praise for its support of ecosystem restoration and its long-standing partnership with the Lower Mississippi River Conservation Committee (LMRCC) which have allowed for a symbiotic relationship between ecosystem restoration and the navigation and flood control benefits of the MR&T. The Commission is proud that it stood at the forefront of environmental stewardship, establishing the Lower Mississippi River Environmental Program within the MR&T project more than 40 years ago, and confirms its continuing commitment to environmental stewardship through its continued partnership with the LMRCC.

Executive Summary of Proceedings

Top Regional Issues & Recommendations 2024

Interior Drainage Improvements

The maintenance of thousands of miles of drainage canals is essential for quickly removing interior runoff from communities, businesses and productive farmlands so that the benefits of the MR&T system along the main stem of the Mississippi River can be maximized. If this drainage system is impeded by channel blockages or if the channels have lost their design capacity due to sediment deposition or vegetative growth, the water backs up, flooding the lands the MR&T system is designed to protect, thus denying the full benefit of the MR&T system. For many years, the Commission has recommended the prioritization of the authorized work necessary to pass the project design flood. At the same time, the Commission has also remained cognizant of the fact that for the MR&T project to function as designed, interior flood control and drainage must be maintained and operated as a part of the larger system. Therefore, **the Mississippi River Commission recommends that MR&T federally authorized interior flood control improvements and repairs continue to receive strong support and consideration in the budgeting process.**

Groundwater Sustainability

The Mississippi River Commission continues to hear testimony from stakeholders across the region expressing their concerns over aquifer depletion and groundwater sustainability. Sustainable groundwater resources are vital to the food security of the United States and are at risk. The Mississippi River Commission recommends the following actions to sustain groundwater resources within the footprint of the MR&T project and the larger Mississippi River Embayment Area:

- To capitalize on the decades of research and data produced by USACE, the USGS, USDA and the states, **the Mississippi River Commission recommends funding to initiate an assessment of groundwater conditions and future requirements within the MR&T footprint in the states of Missouri, Arkansas, Tennessee, Louisiana and Mississippi.**
- **The Mississippi River Commission encourages water management, water supply and water conservation stakeholders from the seven states along the lower Mississippi to form and lead a Mississippi Valley Groundwater Association to champion groundwater sustainability needs at a regional level.** The Mississippi River Commission also encourages groundwater sustainability advocates to work with their congressional delegations to form a Groundwater Caucus to champion their legislative and funding needs.

Executive Summary of Proceedings

Top Regional Issues & Recommendations 2024

- The Mississippi River Commission recognizes that the navigation and flood control features of the comprehensive MR&T project cannot be decoupled from the Alluvial and Sparta Aquifers. The MR&T project, therefore, is an excellent test bed with broad scope, authority, and geographical position to serve as a demonstration or pilot project for a regional approach to groundwater sustainability. In recognition of this, Chief of Engineers Lt. Gen. Scott Spellmon selected aquifer recharge in the lower Mississippi valley as one of the Top Ten U.S. Army Corps of Engineers Research and Development Priorities to be highlighted at the Research and Development summit held at the U.S. Army Engineer Research and Development Center in April 2022. In keeping with the Chief's call to prioritize research and development in support of innovative solutions to the water resource challenges facing the nation, **the Mississippi River Commission encourages the Mississippi Valley Division to continue to explore the policy implications of groundwater challenges as they relate to integrated water resources management and to consider water supply as a high priority mission within the MR&T project authority.**

Charles A. Camillo
Executive Director
Mississippi River Commission

Mississippi River & Tributaries Project

Unfunded Priorities Necessary to Convey the Project Design Flood

March 2024

MR&T System Component	Funds Required to Complete All Remaining Items	Funds Required to Complete Most Critical Items*
Main Stem Improvements Total:	**$6.4 B**	**$2.3 B**
Levees / Floodwalls	**$3.2 B**	**$1.6 B**
MS River (MRL)	$2.0 B	$655M
Atchafalaya River	$1.2 B	$660 M
Channel Improvement	**$2.4 B**	**$800 M**
Revetments	$1.8 B	$580 M
Dikes	$554 M	$220 M
Structures (Atchafalaya Floodway)	**$833 M**	**$833 M**
Tributary Improvements Total:	**$844 M**	**-**

*Critical items pose the greatest performance concern and higher probability of catastrophic consequences require urgent construction needs. Data is subject to change due to dynamic river conditions & continued inspections & evaluations.

Priority Work Remaining to Complete the System

Main Stem Features:

MS River Levees : 89% Complete

- 192 miles of levee remain to be enlarged and raised.
- 99 miles of levee require seepage remediation.
- 17 miles of floodwall do not meet stability standards & require structural evaluation.
- 26 miles of levee require bank stability.

Atchafalaya Basin Levees : 69% complete

- 121 miles of levee remain to be enlarged/raised
- 13 miles of floodwalls do not meet stability standards & required structural evaluation

MS River Channel Improvements: 94% complete

- ~89 miles of revetments to be constructed, extended, and reinforced.
- ~41 miles of dikes remaining to be constructed, extended, and raised.

Atchafalaya Floodway Structures:

- Bayou Sorrel, Berwick, & Bayou Boeuf navigation locks are below design elevation
- East Calumet, & West Calument floodgate replacements
- Yellow Bayou Pump Station requires reconstruction

Tributary Improvements:

- Tributary features of the system are being assessed to include channel enlargement, bank stabilization, grade control structures, levee raises, etc.

FY 22 HISTORIC FUNDING $1.3B SUPPORTS CONSTRUCTION OF:

Main Stem Features:

MS River Levees: [$350M]

- 67 miles of levees enlargements
- 64 miles of seepage remediation (berms)
- 2.5 miles of slope stability.

Atchafalaya Basin Levees: [$95M]

- 8 levee reaches of levees enlargements
- Complete the Charenton Floodgate

Channel Improvements: [$222M]

- 7 miles of revetment at ~14 sites & 6 sites stone berm to be construction
- Raise & extend 6 existing dikes
- Construct 6 new dikes & ~20 bend way weirs

Atchafalaya Floodway Structures: [$78M]

- Complete Construction & Environmental Compliance

Tributary Improvements: [$556M]

- Morganza to the Gulf: Complete construction of 5 floodgates & initiate construction of 2 levee reaches.
- St. Francis Basin: Various design & Construction; ~21 miles Channel Enlargement; Real Estate/Relocations; Mitigation
- Yazoo Basin: Complete construction of the Big Sunflower Project & Complete 2 Bank Stabilization projects and design of 2 water control structures on the Upper Yazoo Project.

Mississippi River Commission

Mississippi River & Tributaries Project

Without Flood Control, Nothing Else Matters

Flood control is necessary to achieve energy security, economic security, food security and job security. The Mississippi River & Tributaries project has prevented more than $2.3 trillion in flood damages since 1928, or $109 for every one dollar invested (as of May 2024).

The MR&T protects ENERGY:

- 108 power plants that account for 26% of the total power generated in the five states of the lower Mississippi: Louisiana (45%), Arkansas (27%), Mississippi (23%), Missouri (11%) and Tennessee (5%). [1]
- 108 power plants that employ 2,700 workers and generate $6.8 billion in revenues annually. [1]
- 12 major oil refineries with a 3 million barrel per day capacity.
- 33,911 oil and gas wells that produce $7.6 billion in revenues (398 billion cubic feet of natural gas and 56 million barrels of oil in 2004). [1]
- 4,574 miles of natural gas transmission pipelines. [2]

The MR&T protects COMMERCE:

- 4,364 miles of highways, including major sections of Interstates 10, 20, 40, 55 and 57. [2]
- 2,364 miles of rail used by four major Class I freight carriers with combined (nationally) operating revenues of $50 billion annually. [2]
- Infrastructure supporting 5 of the top 15 deep-draft ports, including the second-largest port (Port of South Louisiana – 226 million tons [FY2020]). [1]
- Infrastructure supporting commercial navigation on the lower Mississippi River that generates $4.6 billion in revenues and 18,700 jobs. [1]
- Tourism and travel industries that generate $15.5 billion in expenditures and 190,000 jobs. [1]
- 563 manufacturing facilities that generate $106 billion in revenues and employ 207,000 workers. [1]

The MR&T protects AGRICULTURE:

- 22.5 million acres of cropland valued at $51 billion. [1]
- 22.5 million acres of cropland that generate $8.7 billion in agricultural revenue annually and employ 56,000 people. [1]
- 53,525 farms with an average of 422 acres per farm lie within the lower Mississippi River corridor and are protected by MR&T levees. [1]
- MR&T levees protect lands producing 133 million bushels of rice annually, or 67 percent of the total rice produced in the United States. [2]

The MR&T protects PEOPLE & CRITICAL INFRASTRUCTURE:

- 4.5 million people and 1.2 million residential structures. [2]
- 1,147 schools and 91 colleges/ universities. [2]
- 646 fire stations and 346 police stations.
- 102 hospitals and 240 nursing homes. [2]
- 158 airports and 86 heliports. [2]

1 Economic profile of the Lower Mississippi River, Final Report Feb. 2014 (Industrial Economics Inc.).

2 Data sources include the latest available data from the National Levee Database for Levees and Leveed Areas and Infrastructure Data from FEMA HSIPGOLD 2015.