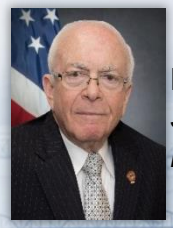
Maj. Gen. Mark Toy
President
Corps of Engineers
Mississippi Valley Division
Vicksburg, Miss.



Honorable Sam E. Angel
Senior Civilian Member
Lake Village, Ark.

James A. Reeder
Civilian/Civil Engineer
Memphis, Tenn.

Honorable Norma Jean Mattei, Ph.D.
Civilian/Civil Engineer
Houma, La.

RDML Shepard Smith
National Oceanic and
Atmospheric Administration
Silver Spring, Md.

Brig. Gen. Paul E. Owen
Corps of Engineers
Southwestern Division
Dallas, Texas

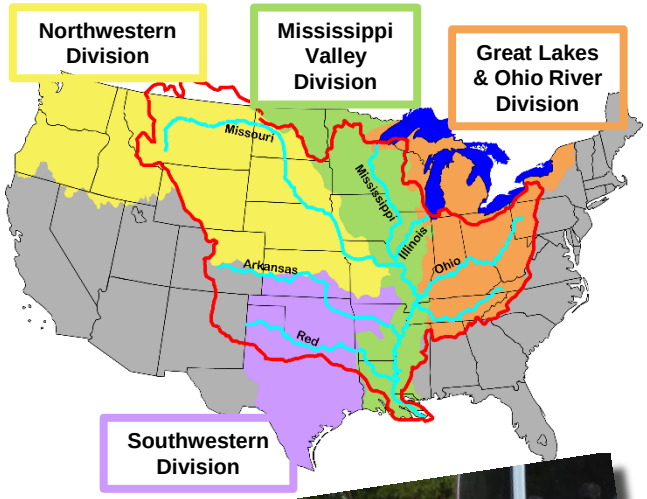
Mississippi River Commission

Listening, Inspecting, Partnering, and Engineering since 1879

July 2019

MISSION

The mission of the Mississippi River Commission is to provide water resources engineering direction and policy advice to the Administration, Congress and the Army in a drainage basin that comprises 41% of the United States and parts of two Canadian provinces in an effort to lead sustainable management and development of water and related resources for the nation's benefit and the people's well-being.



STRUCTURE

The Mississippi River Commission consists of three U.S. Army Corps of Engineers officers, one member of the National Oceanic and Atmospheric Administration (formerly the Coast and Geodetic Survey) and three civilians, two of whom must be civil engineers.

Each member is nominated by the United States President and vetted by the Senate. The membership on the commission captures and combines the expertise from two pools of the world's most renowned and innovative engineering talent—the United States federal government and the United States private sector.

The commission president also serves as commanding officer of the Mississippi Valley Division. The other military members typically serve as the commanding generals of the Corps of Engineers' division offices responsible for managing the key contributors of water to the Mississippi River, such as the Ohio, Missouri, Arkansas, White and Red rivers.

HISTORY

Congress established the Mississippi River Commission on June 28, 1879, with the mission to develop plans to improve the condition of the river, foster navigation, promote commerce, and prevent destructive floods—perhaps the most difficult and complex engineering problem ever undertaken by the federal government up to that time. In addition to its responsibilities for overseeing the improvement of the Mississippi River, the commission gave Mississippi Valley interests a greater voice in shaping federal policy—a tradition that continues to this day.

A long-standing practice of the Mississippi River Commission is to listen to the concerns confronting the private, local, state and federal agencies charged with improving and managing the indispensable resources of the Mississippi River; to inspect the challenges posed by such a vast, powerful and living watershed; and to forge sustainable partnerships to overcome those challenges for the betterment of the nation.

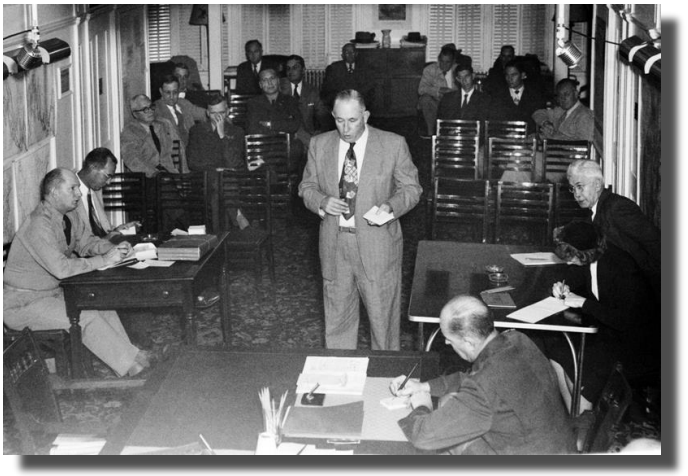
Since 1879, the seven member Presidentially appointed Mississippi River Commission has developed and matured plans for the general improvement of the Mississippi River from the Head of Passes to the Headwaters. The commission brings critical engineering representation to the drainage basin, which impacts 41% of the United States and includes 1.25 million square miles, more than 250 tributaries, 31 states and two Canadian provinces.

CONTINUED SUCCESSFUL EXECUTION

In its current capacity, the Mississippi River Commission is charged with prosecuting the comprehensive river management program known as the Mississippi River and Tributaries project.

This project, which incorporates a variety of engineering techniques to improve navigation, reduce flood damages and enhance the environment, is arguably the most successful civil works project ever undertaken.

Since the initiation of the project in 1928, the nation has invested a total of $15.9 billion, with damages prevented reaching $1.27 trillion by Oct. 2018. This amounts to a 80 to 1 return for every dollar invested.



Public meetings, then . . . and now

INFRASTRUCTURE INVESTMENT

- The commission recommends innovative, more aggressive avenues for funding and executing water resources missions, and applaud the inclusion of possible funding for water infrastructure in the President's infrastructure initiatives.
- A multigenerational commitment to invest in our water commerce infrastructure transformed this great nation from a largely agrarian nation to the world's pre-eminent economic power.
- Our nation's inland waterways system has more miles of navigable river than the rest of the world combined.
- The inland waterways connect the main industrial centers of the interior with coastal ports.
- The inland navigation system overlays the largest contiguous section of farmland in the world. Most prime agricultural lands are within 120 miles of a navigable river.
- 95 percent of all United States imports and exports ($4.1 trillion) move on our waterways and ports.
- Inland waterways account for two billion tons of domestic and imported cargo annually.