MISSISSIPPI RIVER AND TRIBUTARIES

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MISSISSIPPI RIVER AND TRIBUTARIES

MISSISSIPPI RIVER AND TRIBUTARIES

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CONSTRUCTION ACTIVITIES

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APPROPRIATION TITLE: Mississippi River and Tributaries, Fiscal Year 2026

PROJECT NAME: Morganza to the Gulf, Louisiana (Continuing)

LOCATION: The project area is located in coastal Louisiana southwest of New Orleans, in portions of Terrebonne and Lafourche Parishes.

DESCRIPTION: The project area is subject to primarily coastal storm surge and tidal flooding. Deterioration of coastal marshes, as a result of saltwater intrusion, land subsidence and the lack of interchanges with the Mississippi River also have increased the risk of storm surge inundation. This hurricane and storm damage risk reduction project was authorized for construction in Water Resources Development Act of 2007 at a cost of $886,000,000 (2006 dollars), based on Chief of Engineers Reports dated 2002 and 2003. A Post Authorization Change Report (PACR) was completed in May 2013 to seek reauthorization. The project was re-authorized by Section 7002(3).A.5 of the Water Resources Reform and Development Act of 2014 (WRRDA 2014), at a total project cost of $10,300,000,000, pursuant to the recommendations contained in the Report of the Chief of Engineers dated July 8, 2013. The updated plan in the PACR is the 1% Annual Exceedance Probability (AEP).

The Project Partnership Agreement (PPA), signed on 28 December 28, 2021, limits the Federal cost share to $2.5 billion ($4.9 billion fully funded).

The project is a 98-mile alignment consisting of earthen levees, floodgates, environmental water control structures, road/railroad gates and fronting protection for existing pump stations. Major project features are a lock complex on the Houma Navigation Canal (HNC) consisting of a lock and an adjacent sector gate and two sector gates in the Gulf Intracoastal Waterway (GIWW).

AUTHORIZATION: Section 7002(3).A.5 of WRRDA 2014, P.L. 113-121, dated June 10, 2014.

INITIAL BENEFIT-COST RATIO: 0.65 to 1 at 7 percent

SUMMARIZED FINANCIAL DATA 1/

				ACCUM PCT OF EST FED COST	STATUS (1 Jan 2025) Entire Project	PCT CMPL 0	PHYSICAL COMPLETION SCHEDULE 2085
Estimated Federal Cost		$4,054,081,000					
Estimated Non-Federal Cost		8,311,253,000					
Cash Contributions	11,365,000						
Other Costs	8,299,888,000						
Associated Costs		98,800,000					
Total Estimated Project Cost		$12,365,344,000					
Allocations to 30 September 2022		81,793,000	1/ 2/				
Allocation for FY 2023		31,000,000					
Allocation for FY 2024		28,000,000					
Allocation for FY 2025		7,671,000					
Allocations through FY 2025		148,464,000	1/ 2/	5			
Unobligated Carry-In Funds		47,421,000	3/				
President's Budget for FY 2026		6,000,000		0			
Programmed Balance to Complete after FY 2026		3,899,617,000					
Un-programmed Balance to Complete after FY 2026		0					

1/ PED costs of $35,724,000 are included in this amount.

2/ Includes $50,000,000 in supplemental funding provided in the Infrastructure Investment and Jobs Act, 2022 (P.L. 117-58) (IIJA).

3/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $47,421,000, of which $27,107,000 was from supplemental funding provided in IIJA and $20,313,000 was from regular enacted appropriations. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2026 from prior appropriations for use on this effort is $29,182,000.

PHYSICAL DATA: The Project consists of approximately 98 miles of grass-covered earthen levees, 19 floodgate structures on navigable waterways, 33 environmental water control structures, nine roadway and railroad gates and fronting protection for existing pump stations. Major project features are a lock complex on the Houma Navigation Canal (HNC) consisting of a 110-ft wide by 800-ft long lock, an adjacent 250-ft wide floodgate and two sector gates along the GIWW.

JUSTIFICATION: The Morganza to the Gulf, Louisiana project would provide hurricane and storm damage reduction benefits while ensuring navigation passage through currently navigable waterway during non-storm conditions. The HNC Lock Complex will allow navigation to proceed while controlling saltwater intrusion at the Houma water treatment plant. The hurricane and storm damage risk reduction system would be 98 miles in length and would reduce the flood risk to an area with approximately 53,000 structures and over 250,000 people.

Following issuance of the Report of Chief of Engineers on this project, the Corps analyzed site adaptations of the design criteria identified in that Chief's report and

summarized its conclusions in a technical report entitled Morganza to the Gulf, Adaptive Criteria Assessment Report (ACAR), April 2019. The intent of the assessment was to determine the potential for reducing the total project cost of $10.3 billion authorized by WRRDA 2014. The assessment determined that by site adapting the Corps' Post Katrina Hurricane and Storm Damage design criteria to the Morganza to the Gulf, Louisiana project and taking into account work undertaken by the non-Federal interests at their own expense prior to the signing of an MOU for this project, the total cost of the Federal project could potentially be reduced. With the site adapted criteria, the Morganza to the Gulf, Louisiana project would continue to provide the authorized 100-year level of risk reduction (1% AEP). The measures outlined in the ACAR, which the Corps will continue to verify during detailed engineering and design, were initially approved on December 15, 2021 in an Engineering Documentation Report (EDR). The EDR also approved an alternative cost share that further reduced Federal investment by limiting Federal participation to initial construction of the project to the 100-year level of risk reduction (1% AEP), with the non-Federal sponsor responsible for the costs of performing all future work required through the 50-year period of analysis following completion of initial construction.

The Coastal Protection and Restoration Authority Board (CPRAB) and the Terrebonne Levee and Conservation District (TLCD) signed a Project Partnership Agreement (PPA) on December 28, 2021 that limits Federal participation to initial construction. Under this agreement, the term "initial construction" includes levee lifts up to the 2035 design height, with the construction of the levee base to the 2085 design criteria and structures (barge gates, sector gates, floodwalls, etc.) to the 2085 hydraulic design height (EDR Table 7-2 Hydraulic Design Elevations). After initial construction, the non-Federal sponsor is responsible for all maintenance (except for the GIWW and HNC floodgates) and any future levee construction required to reach the 2085 design requirement.

FISCAL YEAR 2025: The total unobligated funds are being applied as follows:

Planning, Engineering, and Design and Environmental Coordination	$21,600,000	
Reach A Construction	$4,400,000	
Carry over to FY 2026	$29,182,000	
Total	$55,182,000	5/

5/ Includes $27,108,000 of IIJA funds.

FISCAL YEAR 2026: The total appropriated amount plus carry-in funds will be applied as follows:

Continue:		
Planning, Engineering, Design, S&A, Environmental Compliance/Mitigation	$16,000,000	
Levee repairs to address erosion due to Hurricane Francine damage	$6,000,000	
Carry over to FY 2027	$13,182,000	
Total	$35,182,000	6/

6/ Includes $17,708,000 of IIJA funds.

NON-FEDERAL COST:

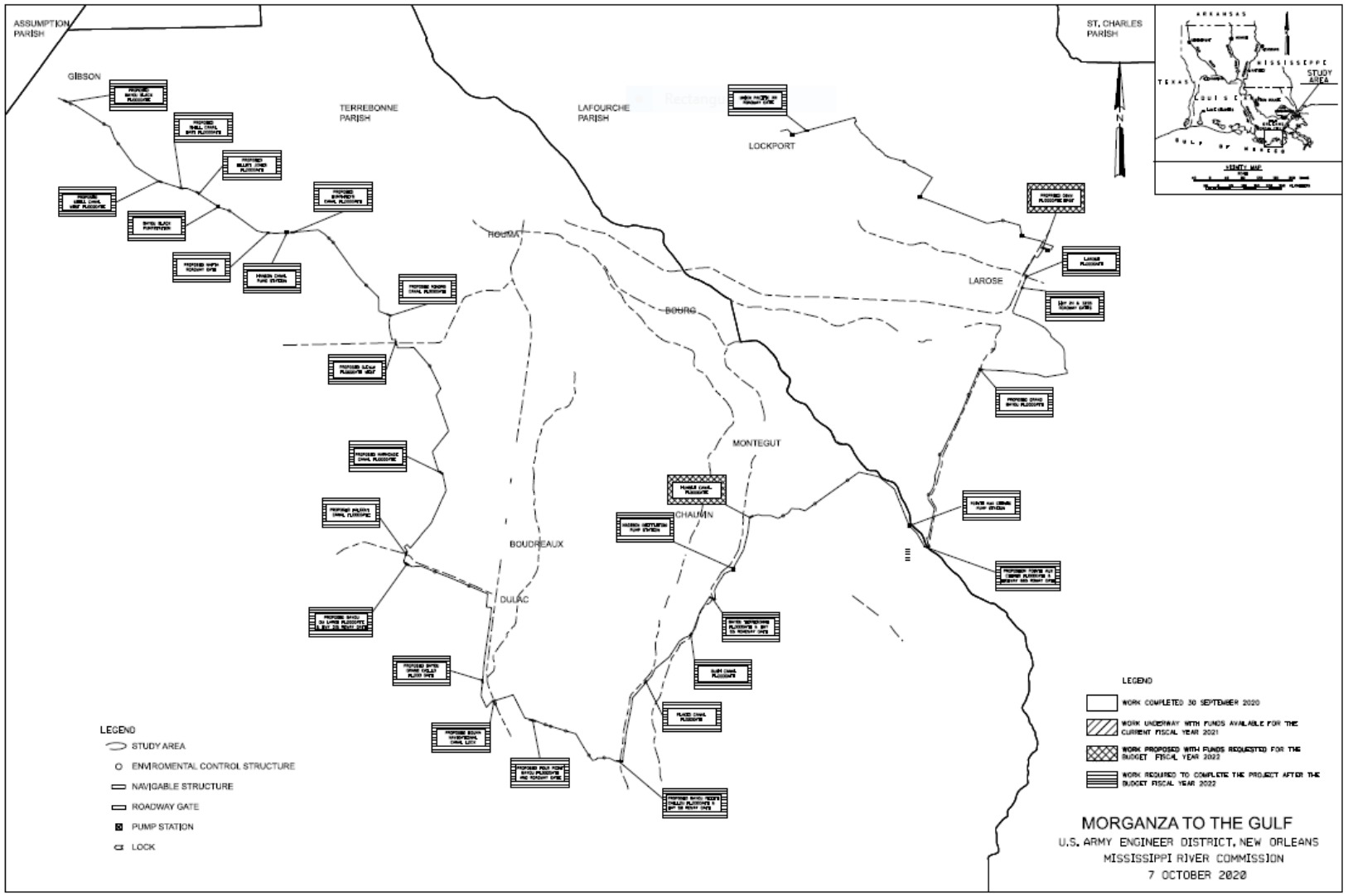
Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, (and) relocations.	706,461,000	
Pay 35 percent of the total project cost (of initial construction), to include the items listed above and a cash contribution or equivalent work specifically undertaken as an integral part of the project after authorization and in accordance with construction schedules as required by the Chief of Engineers.	1,476,506,000	
Pay 100 percent of the non-cost shared work through 2085	6,128,286,000	
Operations and Maintenance, Repair, Replacement and Rehabilitation (OMRR&R) to include grass cutting for earthen levees and routine OMRR&R on all structures within the levee system, such as replacing flap gates, pumps, etc. major floodgates (56-ft sector gates and larger) also include dewatering, which is estimated to be done once every 10 to 15 years.		5,700,000
Total Non-Federal Costs	8,311,253,000	

STATUS OF LOCAL COOPERATION: A Design Agreement was signed on January 13, 2000, between the Department of the Army and the Louisiana Department of Transportation and Development (LADOTD) for the design of the HNC Lock feature of the Morganza, Louisiana to the Gulf of Mexico Project, which was subsumed and incorporated into the Agreement for the design of the entire Morganza, Louisiana to the Gulf of Mexico Project on May 22, 2002, and amended on March 24, 2005, to initiate design of the Morganza, Louisiana to the Gulf of Mexico Project. Amendment #2 of the Design Agreement signed on January 10, 2011, to change the Non-Federal Sponsor (NFS) for design, and construction from the LADOTD to the Louisiana Coastal Protection and Restoration Authority (which, by Act of the Louisiana Legislature is now named the Coastal Protection and Restoration Authority Board of Louisiana (CPRAB)). Pursuant to the decision of the Assistant Secretary of the Army for Civil Works, CPRAB is required to serve as the NFS for design, construction and Operations and Maintenance, Repair, Replacement and Rehabilitation (OMRR&R) of the project. A Memorandum of Understanding (MOU) between Department of the Army and CPRAB and TLCD was signed on December 4, 2019, to allow future work performed by the NFS to be potentially eligible for in-kind contribution credit towards their cost share. The non-federal sponsors (NFSs) have constructed approximately 47 miles of levee in the authorized alignment. The work completed prior to the MOU was performed without an agreement in place and cannot be considered work in-kind contributions by the NFSs. The NFSs initiated construction work on several reaches of the Morganza to the Gulf, Louisiana Project, at their own expense, acknowledging that there was no signed PPA at that time. CPRAB and TLCD later signed a Project Partnership PPA on December 28, 2021, which limits Federal participation to initial construction, obligates the NFSs to continue the 100-year level of risk reduction (1% AEP) through the 50-year period of analysis following completion of initial construction, and limits the Federal cost share to $2.5 billion ($4.9 billion fully funded).

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost share estimate of $4,054,081,000 is a net decrease of $2,617,919,000 from the latest estimate ($6,672,000,000) presented to Congress in the Report of Chief of Engineers, 8 July 2013. This change includes the following items.

Limiting the Federal cost share, design refinements by applying adaptive criteria, and escalation	($2,617,919,000)
Total	($2,617,919,000)

STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: The Final Revised Programmatic Environmental Impact Statement (RPEIS) for the Morganza to the Gulf of Mexico, Louisiana Post Authorization Change Report dated May 2013 was filed with the United States Environmental Protection Agency on May 24, 2013 and the 30-day State & Agency review period ended on June 24, 2013. A Record of Decision was signed on December 9, 2013. A Supplemental EIS is currently underway and is scheduled to complete by 2026.


ASSUMPTION PARISH
GIBSON
TERREBONNE PARISH
LAFOURCHE PARISH
ST. CHARLES PARISH
LOCKPORT
LAROSE
BOURG
MONTEGUT
CHAUVIN
BOUDREAUX
DULAC
HOUMA
N
LEGEND
STUDY AREA
ENVIROMENTAL CONTROL STRUCTURE
NAVIGABLE STRUCTURE
ROADWAY GATE
PUMP STATION
LOCK
LEGEND
WORK COMPLETED 30 SEPTEMBER 2020
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR 2021
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR 2022
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR 2022
MORGANZA TO THE GULF
U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS
MISSISSIPPI RIVER COMMISSION
7 OCTOBER 2020

APPROPRIATION TITLE: Mississippi River and Tributaries, Fiscal Year 2026

PROJECT: Lower Mississippi River Main Stem, Commercial Navigation, AR, IL, KY, LA, MS, MO and TN – Construction (Continuing)

LOCATION: The Lower Mississippi River Main Stem (LMRMS) Project is located in the Lower Mississippi River and along its banks, from the vicinity of Cairo, Illinois, to the Head of Passes, Louisiana, which is a distance of approximately 966 miles; and in an area of approximately 595,000 acres in the Atchafalaya River basin, bounded on the east and west by the East and West Atchafalaya Basin Levees, in southeast Louisiana.

Construction of one commercial navigation feature of the LMRMS project is ongoing:

(1) The Channel Improvement feature of the project is located in the Mississippi River and along its banks from the vicinity of Cairo, Illinois, to the Head of Passes, Louisiana, which is a distance of approximately 966 miles.

DESCRIPTION: The Channel Improvement feature of the LMRMS provides both flood damage reduction and commercial navigation benefits. The ongoing construction work that benefits commercial navigation consists of stabilizing the banks of the river in a desirable alignment to maintain flow characteristics for commercial navigation by means of dikes and dredging in Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee. All work is programmed.

AUTHORIZATION: Flood Control Acts of 1928, 1936, 1938, 1941, 1944, 1962, 1965, 1966 and 1970.

REMAINING BENEFIT-REMAINING COST RATIO: 1.3 to 1 at 7 percent.

TOTAL BENEFIT-COST RATIO: 10.5 to 1 at 7 percent. The benefit-cost ratio is based on all features which comprise the LMRMS project, including features that have completed construction.

INITIAL BENEFIT-COST RATIO: The LMRMS project was first authorized in 1928. The Congress authorized the current comprehensive plan for the LMRMS project in the Flood Control Act of 1965, based on an earlier Corps report. The Senate Committee on Public Works approved this plan on June 12, 1954. The House reprinted this report in House Document 308/88/2 (dated May 21, 1964). As updated to reflect 1965 conditions and price levels, this report provides a base estimate of the benefits and cost of the LMRMS project.

BASIS OF BENEFIT-COST RATIO: Benefits are from the 2017 Economic update approved in April 2018 at 2017 price levels.

CHANNEL IMPROVEMENT (NAVIGATION) 1/
SUMMARIZED FINANCIAL DATA

				ACCUM PCT OF EST FED COST	STATUS (1 Jan 2025) Entire Project	PCT CMPL 91	PHYSICAL COMPLETION SCHEDULE TBD
Estimated Federal Cost		$6,690,683,000					
Estimated Non-Federal Cost		5,000,000					
Cash Contributions	4,900,000						
Other Costs	100,000						
Total Estimated Project Cost		$6,695,683,000					
Allocations to 30 September 2022		3,368,647,000	1/ 2/ 3/				
Allocation for FY 2023		28,625,000	4/				
Allocation for FY 2024		3,100,000					
Allocation for FY 2025		12,042,000					
Allocations through FY 2025		3,412,414,000	2/ 3/ 4/ 5/ 6/	51			
Unobligated Carry-In Funds		5,644,000	7/				
President's Budget for FY 2026		6,434,000		51			
Programmed Balance to Complete after FY 2026		TBD					
Un-programmed Balance to Complete after FY 2026		0					

1/ Total costs and allocations through FY 2015 include flood damage reduction funding of the channel improvement feature.
2/ Includes $9,100,000 in supplemental funding provided in the Further Continuing and Security Assistance Appropriations Act, 2017 (Public Law 114-254) and $17,775,000 in supplemental funding provided in the Disaster Relief Supplemental Appropriations Act, 2022 (P.L. 117-43).
3/ $1,460,000 reprogrammed to the project.
4/ Includes $26,725,000 in supplemental funding provided in the Disaster Relief Supplemental Appropriations Act, 2022 (P.L. 117-43).
5/ $0 rescinded from the project.
6/ $0 transferred to the Flood Control and Coastal Emergencies account.
7/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 into FY 2025 is $5,644,000, of which $2,243,000 was from supplemental funding provided in the Further Continuing and Security Assistance Appropriations Act, 2017 (P.L. 114-254), $275,000 was from supplemental funding provided in the Disaster Relief Supplemental Appropriations Act, 2022 (P.L. 117-43) and $3,127,000 was from regular enacted appropriations for commercial navigation construction work. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $1,000,000.

PHYSICAL DATA: The physical data for the Channel Improvement feature consists of 19,135 acres of land; 1,134 miles of revetments; 375 miles of dikes; and 1 pumping station.

JUSTIFICATION: The commercial navigation work on the channel improvement feature of the LMRMS project supports a high level of traffic. The major commodities shipped on the Lower Mississippi River are agricultural goods and bulk industrial materials.

FISCAL YEAR 2025: The TOTAL unobligated dollars are being applied as follows:

Dikes: The planned dike work consists of the following items:

Planning, Engineering, Design and Construction	$5,645,000
Stack Island channel dike construction	$2,942,000
Above Loosahatchie, TN Phase 1 construction award	$6,000,000
EDC and S&A for ongoing contracts	2,099,000
Total	$16,686,000

FISCAL YEAR 2026: The budget amount plus carry-in funds will be applied as follows:

Dikes: The planned dike work consists of the following items:

Planning, Engineering, and Design	1,200,000
Continue Stack Island channel dike construction	5,234,000
EDC and S&A for ongoing contracts	1,000,000
Total	$7,434,000

NON-FEDERAL COST: In accordance with Section 4 of the Flood Control Act of 1944, as amended by Section 207 of the Flood Control Act of 1962, the Non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provide lands, easements, rights-of-way, and borrow and excavated or dredged material disposal area.	$ 100,000	

Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operation, maintenance, and replacement of recreation facilities.	4,900,000	0
Total Non-Federal Costs	$5,000,000	

STATUS OF LOCAL COOPERATION: Assurances furnished by the Missouri Department of Conservation for the Dorena Recreation Facility were accepted 27 August 1971; assurances furnished by the Tennessee Department of Conservation for the Richardson Landing Recreation Facility were accepted 3 September 1976; and assurances furnished by the City of Memphis, Tennessee, for Volunteer Bicentennial Park were accepted 11 September 1975. Assurances furnished by the City of Osceola, Arkansas, for Lake Neark, Arkansas, are embodied in the contract for cost sharing approved on 19 September 1982. A Local Cooperation Agreement for the Ed Jones Boat Ramp with the State of Tennessee was signed 27 October 1988. A Local Cooperation Agreement for the Shelby Forest Boat Ramp with the State of Tennessee was signed 11 October 1990. A Local Cooperation Agreement for the Dyersburg, Tennessee, Boat Ramp with the State of Tennessee was signed 11 July 1994.

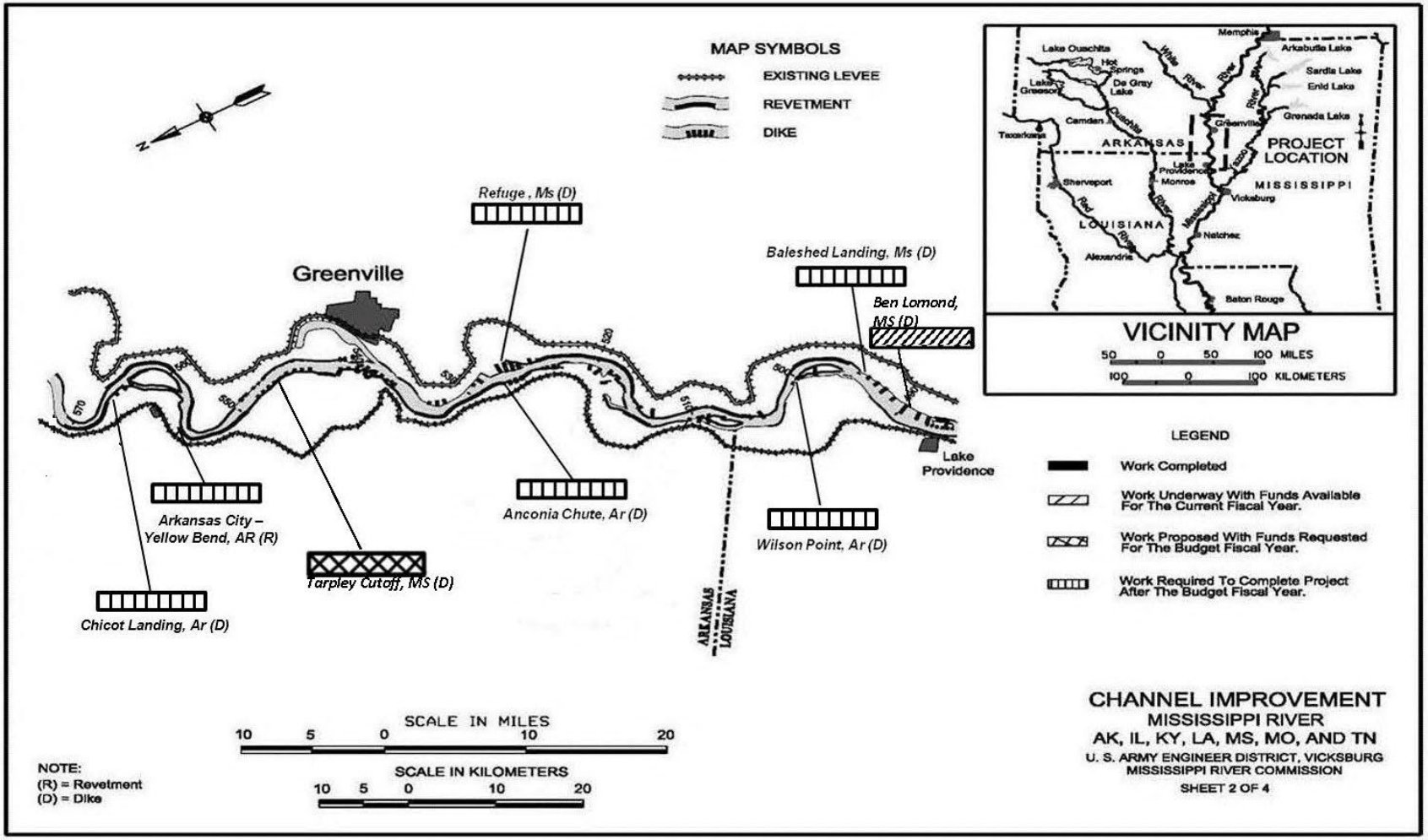
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of $6,690,683,000 is an increase of $76,976,000 from the latest estimate ($6,613,707,000) presented to the Congress in FY 2025. This change includes the following items:

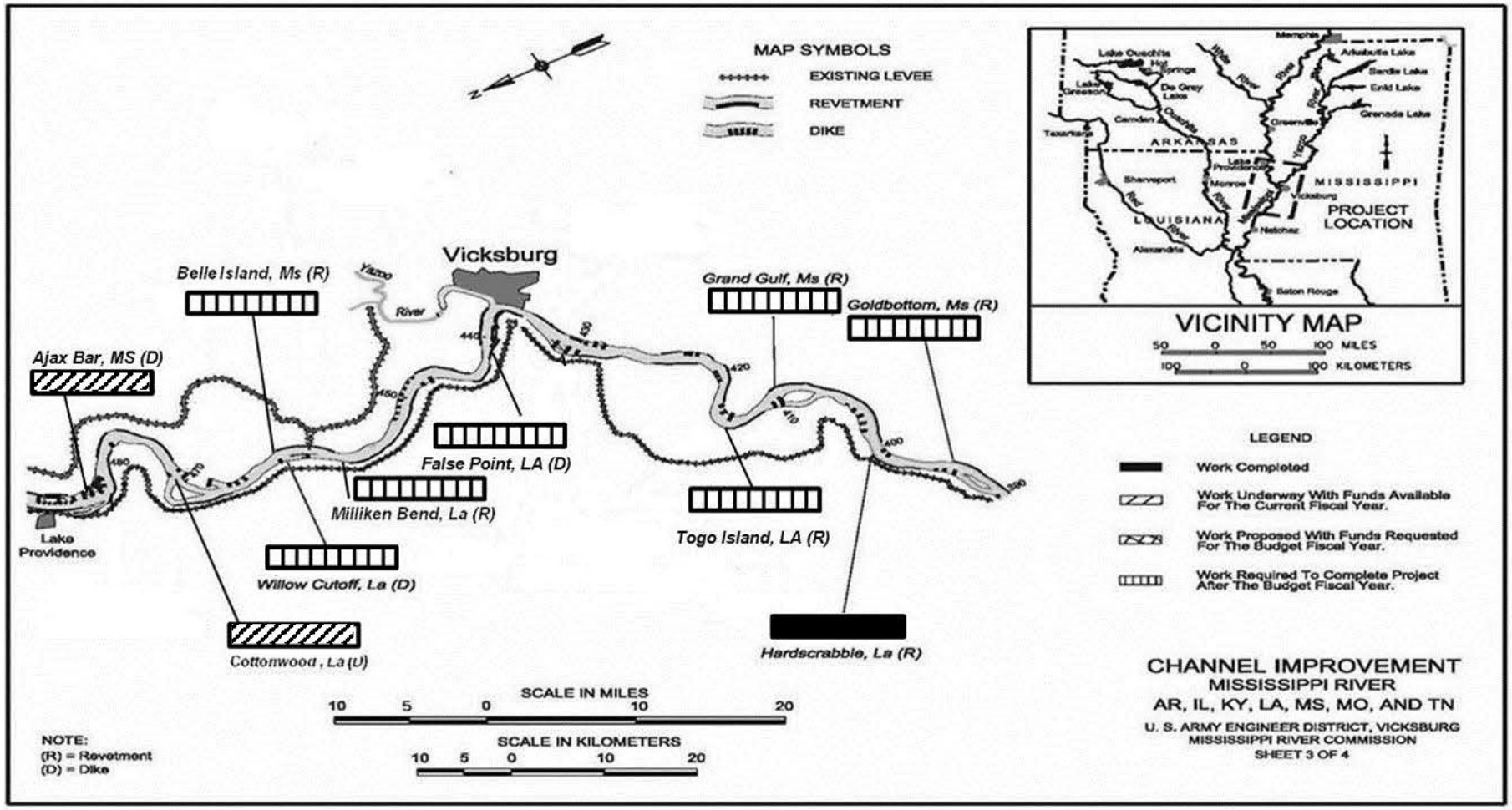
Price escalation on construction features	$76,976,000
Total	$76,976,000

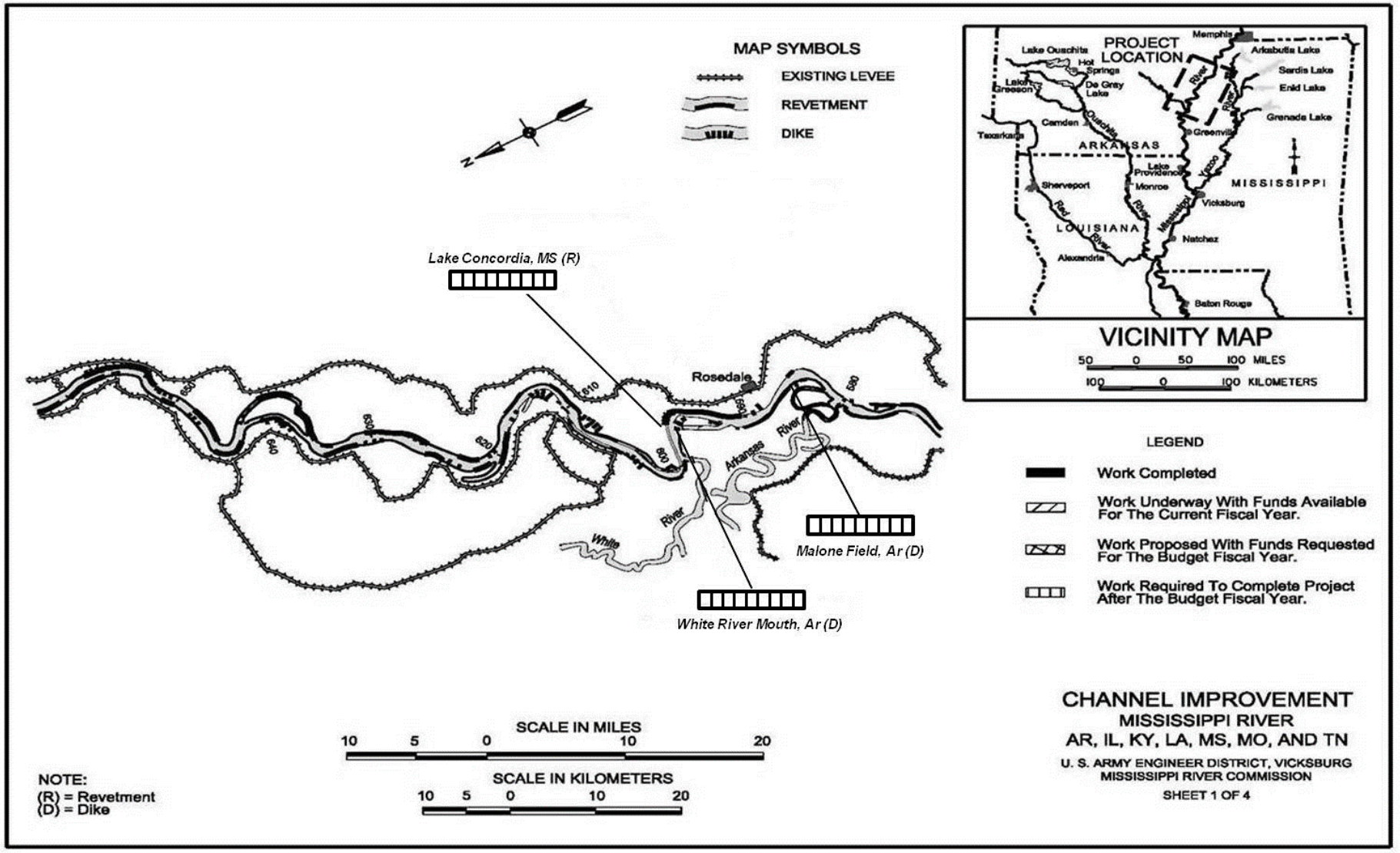
Note: These estimates of the cost to construct the Channel improvement feature include both the flood damage reduction and the commercial navigation components of this feature.

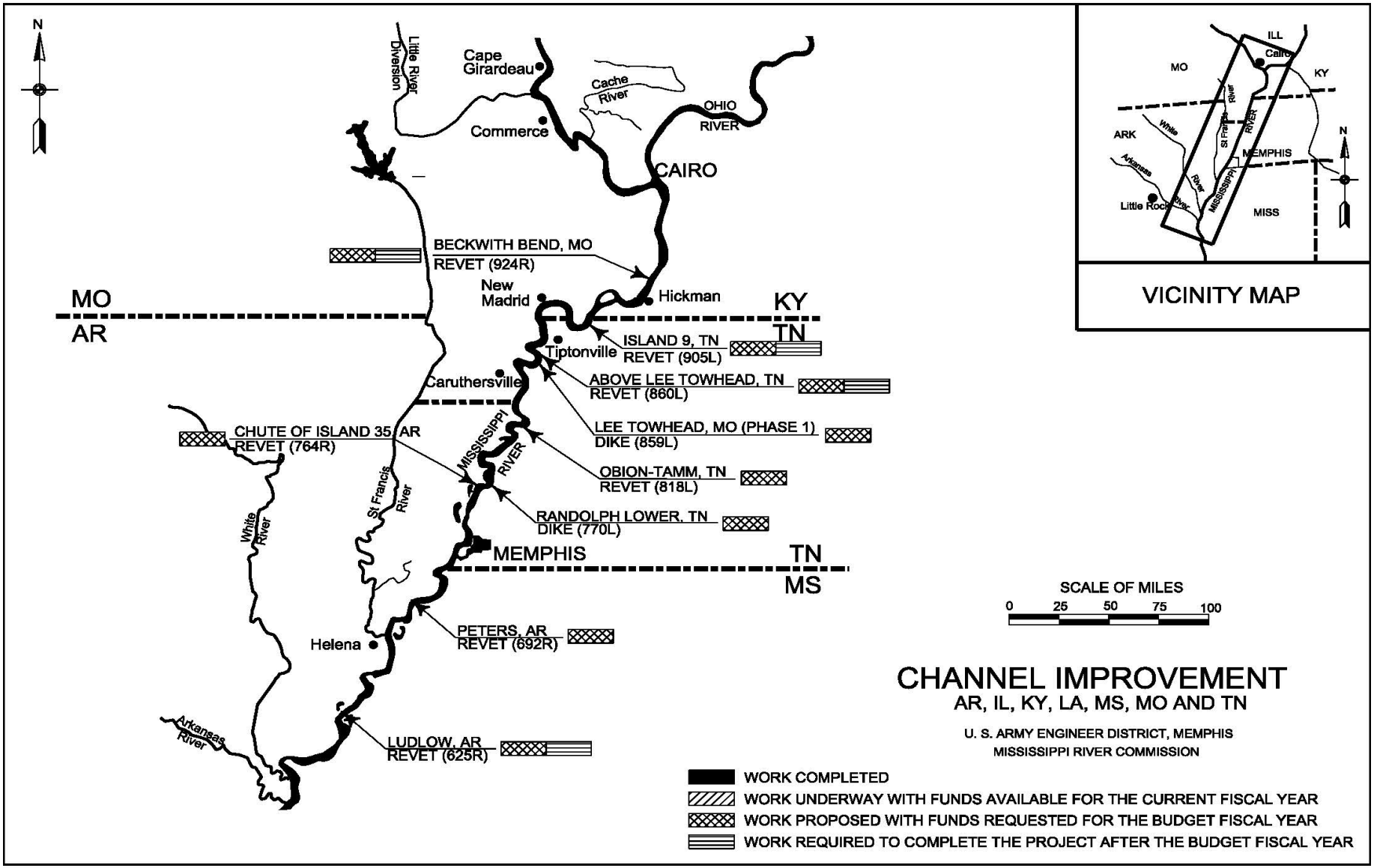
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement was filed with the Council on Environmental Quality on 16 April 1976.

OTHER INFORMATION: Initial construction funds were appropriated in Fiscal Year 1928.


MAP SYMBOLS
EXISTING LEVEE
REVETMENT
DIKE
Refuge , Ms (D)
Greenville
Baleshed Landing, Ms (D)
Ben Lomond, MS (D)
Lake Providence
Arkansas City – Yellow Bend, AR (R)
Anconia Chute, Ar (D)
Tarpley Cutoff, MS (D)
Wilson Point, Ar (D)
Chicot Landing, Ar (D)
ARKANSAS
LOUISIANA
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
NOTE:
(R) = Revetment
(D) = Dike
Memphis
Arkabutla Lake
Sardis Lake
Enid Lake
Grenada Lake
Lake Ouachita
Hot Springs
De Gray Lake
Lake Greeson
Camden
Texarkana
Greenville
ARKANSAS
PROJECT LOCATION
Lake Providence
Monroe
Sherveport
Vicksburg
MISSISSIPPI
LOUISIANA
Natchez
Alexandria
Baton Rouge
VICINITY MAP
50 0 50 100 MILES
100 0 100 KILOMETERS
LEGEND
Work Completed
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
CHANNEL IMPROVEMENT
MISSISSIPPI RIVER
AK, IL, KY, LA, MS, MO, AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 2 OF 4


MAP SYMBOLS
EXISTING LEVEE
REVETMENT
DIKE
Vicksburg
Belle Island, Ms (R)
Yazoo River
Grand Gulf, Ms (R)
Goldbottom, Ms (R)
Ajax Bar, MS (D)
False Point, LA (D)
Milliken Bend, La (R)
Lake Providence
Willow Cutoff, La (D)
Togo Island, LA (R)
Cottonwood, La (D)
Hardscrabble, La (R)
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
NOTE:
(R) = Revetment
(D) = Dike
ARKANSAS
MISSISSIPPI
LOUISIANA
PROJECT LOCATION
VICINITY MAP
50 0 50 100 MILES
100 0 100 KILOMETERS
LEGEND
Work Completed
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
CHANNEL IMPROVEMENT
MISSISSIPPI RIVER
AR, IL, KY, LA, MS, MO, AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 3 OF 4

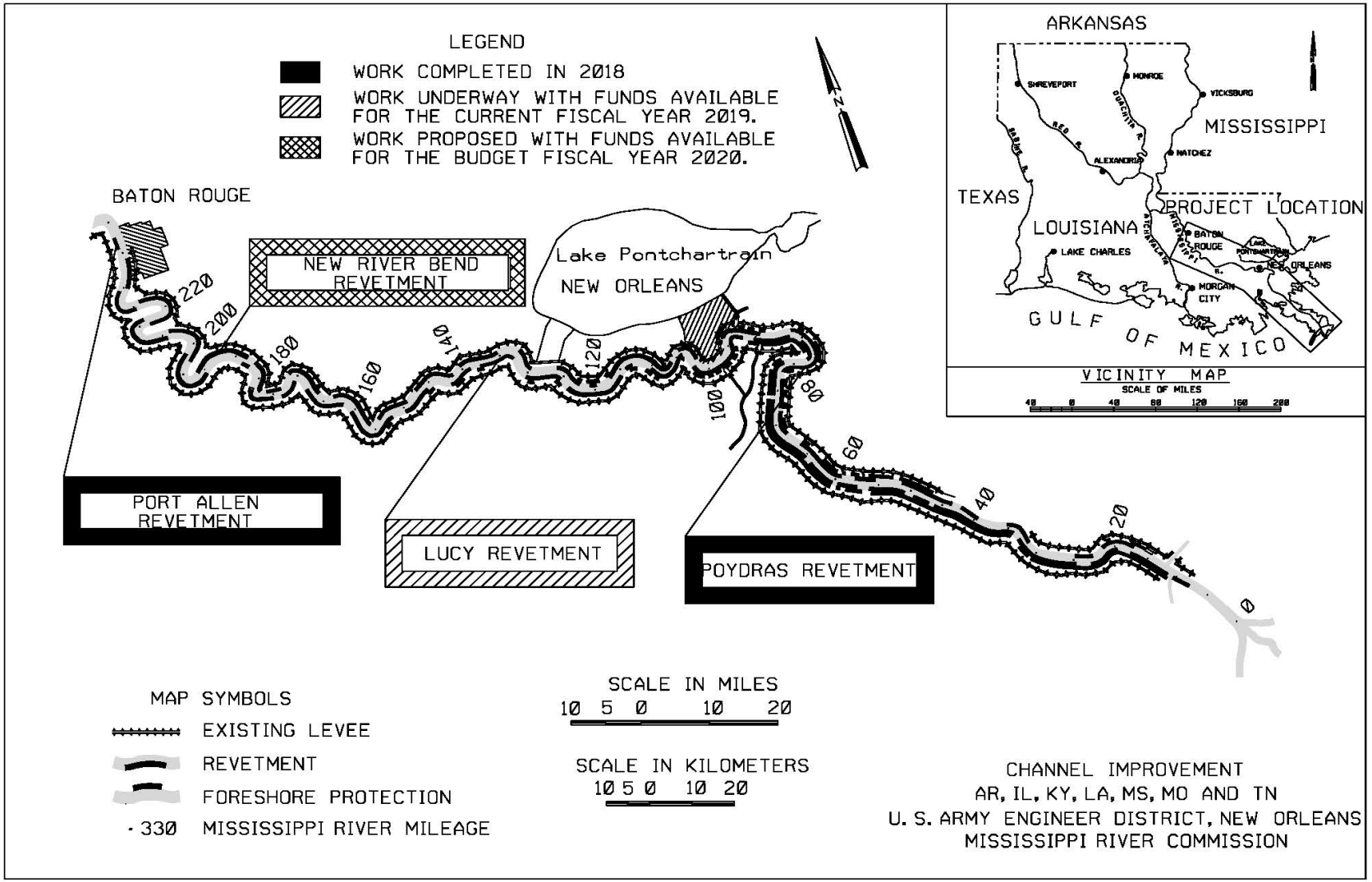

MAP SYMBOLS
EXISTING LEVEE
REVETMENT
DIKE
Lake Concordia, MS (R)
Rosedale
Malone Field, Ar (D)
White River Mouth, Ar (D)
Arkansas River
White River
PROJECT LOCATION
Memphis
Lake Ouachita
Hot Springs
Lake Greeson
De Gray Lake
Camden
Texarkana
Arkabutla Lake
Sardis Lake
Enid Lake
Grenada Lake
Greenville
ARKANSAS
Lake Providence
Monroe
Sherveport
MISSISSIPPI
Vicksburg
LOUISIANA
Natchez
Alexandria
Baton Rouge
VICINITY MAP
50 0 50 100 MILES
100 0 100 KILOMETERS
LEGEND
Work Completed
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
NOTE:
(R) = Revetment
(D) = Dike
CHANNEL IMPROVEMENT
MISSISSIPPI RIVER
AR, IL, KY, LA, MS, MO, AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 1 OF 4



Division: Mississippi Valley

District: Memphis, Vicksburg and New Orleans

Lower Mississippi River Main Stem, Commercial Navigation, AR, IL, KY, LA, MS, MO and TN


LEGEND
WORK COMPLETED IN 2018
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR 2019.
WORK PROPOSED WITH FUNDS AVAILABLE FOR THE BUDGET FISCAL YEAR 2020.
BATON ROUGE
NEW RIVER BEND REVETMENT
Lake Pontchartrain
NEW ORLEANS
PORT ALLEN REVETMENT
LUCY REVETMENT
POYDRAS REVETMENT
220
200
180
160
140
120
100
80
60
40
20
0
ARKANSAS
MISSISSIPPI
TEXAS
LOUISIANA
PROJECT LOCATION
SHREVEPORT
MONROE
VICKSBURG
NATCHEZ
ALEXANDRIA
LAKE CHARLES
BATON ROUGE
NEW ORLEANS
MORGAN CITY
GULF OF MEXICO
VICINITY MAP
SCALE OF MILES
MAP SYMBOLS
EXISTING LEVEE
REVETMENT
FORESHORE PROTECTION
330 MISSISSIPPI RIVER MILEAGE
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
CHANNEL IMPROVEMENT
AR, IL, KY, LA, MS, MO AND TN
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
MISSISSIPPI RIVER COMMISSION

SHEET 1 OF 1

APPROPRIATION TITLE: Mississippi River and Tributaries, Fiscal Year 2026

PROJECT: Lower Mississippi River Main Stem, Flood Damage Reduction, AR, IL, KY, LA, MS, MO and TN – Construction (Continuing)

LOCATION: The Lower Mississippi River Main Stem (LMRMS) Project is located in the Lower Mississippi River and along its banks, from the vicinity of Cairo, Illinois, to the Head of Passes, Louisiana, which is a distance of approximately 966 miles; and in an area of approximately 595,000 acres in the Atchafalaya River basin, bounded on the east and west by the East and West Atchafalaya Basin Levees, in southeast Louisiana.

Construction of four flood damage reduction features of the LMRMS project is ongoing:

(1) The Mississippi River Levees (MRL) feature of the LMRMS project is located along both banks of the Lower Mississippi River, from the vicinity of Cairo, Illinois, to the Head of Passes, Louisiana, which is a distance of approximately 966 miles, except where interrupted by hills or tributary streams. On the west bank of the Lower Mississippi River, the MRL feature extends from Allenville, Missouri, on the Little River Diversion Channel generally southward to the vicinity of Venice, Louisiana. On the east bank of the Lower Mississippi River, it extends from Hickman, Kentucky, to opposite Venice, Louisiana. Included in this feature are the levees which reduce the risk of flood damage in Mounds, Mound City, and Cairo, Illinois, and the New Madrid Levee and Floodway.

(2) The Channel Improvement feature of the LMRMS project is located in the Mississippi River and along its banks from the vicinity of Cairo, Illinois, to the Head of Passes, Louisiana, which is a distance of approximately 966 miles.

(3) The Atchafalaya Basin feature of the LMRMS project is roughly 15 miles wide and 110 miles long, and extends generally from the latitude of Old River to the Gulf of Mexico. It is located in south-central Louisiana and is west of and generally parallel to the Mississippi River. The Atchafalaya River flows through the middle of this basin. This feature of the project includes the West Atchafalaya Floodway, the Morganza Floodway, and the Lower Atchafalaya Basin Floodway.

(4) The Atchafalaya Basin Floodway (ABF) feature of the LMRMS project is located in south-central Louisiana and encompasses approximately 595,000 acres in an area bounded on the north by south right-of-way line of the Union Pacific Railroad (just south of US Hwy 190 passing through Krotz Springs, Louisiana); on the south by Morgan City; and on the east and west by the East and West Atchafalaya Basin Levees.

DESCRIPTION: Construction of these four interrelated flood damage reduction features of the LMRMS project is ongoing. They are four integrated elements of a single project, which operate together (along with other, completed features) as a single system:

(1) Construction of the MRL feature consists of raising, strengthening, and in some cases, extending existing levees to reduce the risk of flood damage in the project flood in portions of Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee. This feature includes 1,595 miles of levees and 14.8 miles of floodwall totaling 1,609.8 miles. All work is programmed.

(2) Construction of the Channel Improvement feature consists of stabilizing the banks of the Lower Mississippi River by means of revetments and foreshore protection in Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee. All work is programmed.

(3) Construction of the Atchafalaya Basin feature consists of construction work on the levied floodways of this basin. The Morganza Floodway, which is to the east of the Atchafalaya River, has a capacity of 600,000 cubic feet per second (cfs), which can be introduced into the floodway by a gated control structure. The West

Atchafalaya Basin Floodway, which is to the west of the Atchafalaya River, is placed into operation when the fuse plug sections are overtopped bringing flows from the river that will introduce 900,000 cfs into the lower basin. After passing through the floodways, the flood waters enter the Gulf of Mexico through the Lower Atchafalaya River at Morgan City and the Wax Lake Outlet channel constructed west of Patterson, Louisiana. All work is programmed.

(4) Construction of the ABF feature consists of acquisition of real estate interest, excluding minerals, in the Lower Atchafalaya Floodway for flood damage reduction, environmental stewardship and restoration, developmental control, public access, and recreation. It also has involved the construction of two pilot water management units, along with miscellaneous canal closures and water circulation improvements, and may involve implementation of future units at the discretion of the Chief of Engineers. All work is programmed.

AUTHORIZATION: Flood Control Acts of 1928, 1934, 1936, 1938, 1941, 1944, 1946, 1950, 1954, 1962, 1965, 1966, 1968, and 1970, River Basin Monetary Authorization Act of 1971, Supplemental Appropriations Act, 1985; Water Resources Development Act (WRDA), 1986; Energy and Water Development Appropriations Act, 1988; Energy and Water Development Appropriations Act, 1991; WRDA 1992; Energy and Water Development Appropriations Act, 1997; WRDA, 2000, and Water Resources Development Act of 2007.

REMAINING BENEFIT-REMAINING COST RATIO: 1.3

TOTAL BENEFIT-COST RATIO: 10.5 to 1 at 7 percent. The benefit-cost ratio is based on all of the features that comprise the LMRMS project, including features that have completed construction.

INITIAL BENEFIT-COST RATIO: The LMRMS project was first authorized in 1928. The Congress authorized the current comprehensive plan for the LMRMS project in the Flood Control Act of 1965, based on an earlier Corps report. The Senate Committee on Public Works approved this plan on June 12, 1954. The House reprinted this report in House Document 308/88/2 (dated May 21, 1964). As updated to reflect 1965 conditions and price levels, this report provides a base estimate of the benefits and cost of the LMRMS project.

BASIS OF BENEFIT-COST RATIO: Benefits are from the 2017 Economic update approved in April 2018 at 2017 price levels.

LMRMS PROJECT (FLOOD DAMAGE REDUCTION) 1/ SUMMARIZED FINANCIAL DATA				ACCUM PCT OF EST FED COST	STATUS (01 Jan 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		$14,400,787,000			Channel Improvement	93	TBD
Estimated Non-Federal Cost		245,405,000					
Cash Contributions	103,156,000				MRL	85	TBD
Other Costs	142,249,000						
Reimbursements	2,198,000				Atchafalaya Basin	65	TBD
Recreation Facilities	2,198,000						
Total Estimated Project Cost		$14,646,192,000					
Authorized Cost (plus inflation)		N/A					
Maximum Cost Limit (Section 902)		N/A					
					ABF	43	TBD
Allocations to 30 September 2022		7,299,185,000					
Allocation for FY 2023		83,202,000					
Allocation for FY 2024		138,648,000					
Allocation for FY 2025		67,175,000					
Allocations through FY 2025		7,588,210,000	1/ 2/ 3/ 4/ 5/ 8/	52			
Unobligated Carry-in Funds		239,875,000	6/				
President's Budget for FY 2026		42,500,000		52			
Programmed Balance to Complete After FY 2026		6,800,077,000	7/				
Un-programmed Balance to Complete After FY 2026		0					

1/ Total costs and allocations through FY 2015 include commercial navigation funding of the channel improvement feature.
2/ Includes $87,470,000 of P.L. 112-77 supplemental funds, $31,807,000 of P.L. 114-254 supplemental funds, $316,119,000 of P.L. 115-123 supplemental funds, $24,440,000 of P.L. 116-20 supplemental funds, $258,866,000 of P.L. 117-43 supplemental funds and $10,000,000 of P.L. 117-58 supplemental funds.
3/ $85,724,000 reprogrammed to the project.
4/ $0 rescinded from the project.
5/ $0 transferred to the Flood Control and Coastal Emergencies account.
6/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2024 into FY 2025 for this project was $239,875,000, including $124,000 of P.L. 112-77 supplemental funds, $565,000 of P.L. 114-254 supplemental funds, $21,170,000 of P.L. 115-123 supplemental funds, $692,000 of P.L. 116-20 supplemental funds, $148,281,000 of P.L. 117-43 supplemental funds and $8,176,000 of P.L. 117-58 supplemental funds. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $85,325,000.
7/ The balance to complete includes both flood damage reduction and navigation costs and allocations of the entire channel improvement feature.
8/ PED cost of $0 are included in this amount.

MISSISSIPPI RIVER LEVEES – FLOOD DAMAGE REDUCTION SUMMARIZED FINANCIAL DATA				ACCUM PCT OF EST FED COST	STATUS (01 Jan 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		$4,042,840,000			Entire Project	85	TBD
Future Non-Federal Reimbursement		2,198,000					
Estimated Federal Cost (Ultimate)		$4,042,840,000					
Estimated Non-Federal Cost		120,717,000					
Cash Contributions	4,288,000						
Other Costs	116,429,000						
Reimbursement	2,198,000						
Recreation Facilities	2,198,000						
Total Estimated Project Cost		$4,163,557,000					
Allocations to 30 September 2022		2,214,148,000					
Allocation for FY 2023		54,257,000	2/				
Allocation for FY 2024		20,850,000	3/				
Allocation for FY 2025		11,800,000					
Allocations through FY 2025		2,301,055,000	1/ 4/ 5/ 6/ 8/	57			
Unobligated Carry-in Funds		117,371,000	7/				
President's Budget for FY 2026		5,000,000		57			
Programmed Balance to Complete After FY 2026		1,736,785,000					
Un-programmed Balance to Complete After FY 2026		0					

1/ Includes $87,470,000 of P.L. 112-77 supplemental funds, $30,207,000 of P.L. 114-254 supplemental funds, $215,075,000 of P.L. 115-123 supplemental funds, $22,100,000 of P.L. 116-20 supplemental funds and $113,100,000 of P.L. 117-43 supplemental funds.

2/ Includes $1,060,000 of P.L. 114-254 supplemental funds, $67,938,000 of P.L. 115-123 supplemental funds and $113,100,000 of P.L. 117-43 supplemental funds.

3/ Includes $21,706,000 of P.L. 115-123 supplemental funds and $6,210,000 of P.L. 117-43 supplemental funds.

4/ $21,663,000 reprogrammed to the project.

5/ $0 rescinded from the project.

6/ $0 transferred to the Flood Control and Coastal Emergencies account.

7/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 into FY 2025 was $117,319,000, including $124,000 of P.L. 112-77 supplemental funds, $564,000 of P.L. 114-254 supplemental funds, $20,724,000 of P.L. 115-123 supplemental funds, $692,000 of P.L. 116-20 supplemental funds and $70,604,000 of P.L. 117-43 supplemental funds. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort are $0.

8/ PED costs of $0 are included in this amount.

CHANNEL IMPROVEMENT – FLOOD DAMAGE REDUCTION SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (01 Jan 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	$6,690,683,000		Entire Project	93	TBD
Estimated Non-Federal Cost	5,000,000				
Cash Contributions	4,900,000				
Other Costs	100,000				
Total Estimated Project Cost	$6,695,683,000				
Allocations to 30 September 2022	3,664,408,000				
Allocation for FY 2023	23,645,000	3/ 10/			
Allocation for FY 2024	117,798,000	12/			
Allocation for FY 2025	54,725,000				
Allocations through FY 2025	3,860,576,000	1/ 2/ 4/ 5/ 6/ 8/ 9/	56		
Unobligated Carry-In Funds	72,714,000	7/			
President's Budget for FY 2026	37,500,000		57		
Programmed Balance to Complete After FY 2026	2,792,607,000	8/			
Un-programmed Balance to Complete After FY 2026	0				

1/ Total costs and allocation through FY 2015 include commercial navigation funding of the channel improvement feature.
2/ Includes $98,555,000 of P.L. 115-123 supplemental funds, $2,340,000 of P.L. 116-20 supplemental funds and $85,766,000 of P.L. 117-43 funds.
3/ $2,500,000 reprogrammed from the project.
4/ $45,220,000 reprogrammed to the project.
5/ $0 rescinded from the project.
6/ $0 transferred to the Flood Control and Coastal Emergencies account.
7/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 into FY 2025 was $72,714,000, including $371,000 of P.L. 115-123 supplemental funds and $39,412,000 of P.L. 117-43 supplemental funds. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2026 from prior appropriations for use on this effort is $47,825,000.
8/ The balance to complete includes both flood damage reduction and navigation costs and allocations of the entire channel improvement feature.
9/ PED costs of $0 are included in this amount.
10/ Includes $10,370,000 of P.L 115-123 supplemental funds and $15,223,000 of P.L. 117-43 supplemental funds.
12/ Includes $7,555,000 of P.L. 115-123 supplemental funds and $70,543,000 of P.L. 117-43 supplemental funds.

ATCHAFALAYA BASIN SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (01 Jan 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	$3,356,235,000			Entire Project	65	TBD
Estimated Non-Federal Cost	28,049,000					
Cash Contributions 2,500,000						
Other Costs 25,549,000						
Total Estimated Project Cost	$3,384,284,000					
Allocations to 30 September 2022	1,248,585,000					
Allocation for FY 2023	5,300,000	7/				
Allocation for FY 2024	0					
Allocation for FY 2025	650,000					
Allocations through FY 2025	1,253,885,000	1/ 2/ 3/ 4/ 6/	37			
Unobligated Carry-In Funds	41,445,000	5/				
President's Budget for FY 2026	0		37			
Programmed Balance to Complete after FY 2026	2,102,350,000					
Un-programmed Balance to Complete after FY 2026	0					

1/ Includes $2,338,000 reprogrammed from the project.
2/ Includes $50,000,000 of P.L. 117-43 supplemental funds and $10,000,000 of P.L. 117-58 supplemental funds.
3/ $0 rescinded from the project.
4/ $0 transferred to the Flood Control and Coastal Emergencies account.
5/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 into FY 2025 was $41,445,000, including $30,511,000 of P.L. 117-43 supplemental funds and $8,176,000 of P.L. 117-58 supplemental funds. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $31,000,000.
6/ PED costs of $0 are included in this amount.
7/ $1,200,000 reprogrammed from the project.

ATCHAFALAYA BASIN FLOODWAY SYSTEM
SUMMARIZED FINANCIAL DATA

			ACCUM PCT OF EST FED COST	STATUS (01 Jan 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	$311,029,000			Entire Project	43	TBD
Estimated Non-Federal Cost	91,639,000					
Cash Contribution 91,468,000						
Other Costs 171,000						
Total Estimated Project Cost	$402,668,000					
Allocations thru 30 September 2022	172,044,000					
Allocations for FY 2023	0					
Allocations for FY 2024	0					
Allocations for FY 2025	0					
Allocations through FY 2025	172,044,000	1/ 2/ 3/ 4/ 6/	55			
Unobligated Carry-In Funds	8,345,000	5/				
President's Budget for FY 2026	0		55			
Programmed Balance to Complete after FY 2026	138,985,000					
Un-programmed Balance to Complete after FY 2026	0					

1/ Includes $1,600,000 of P.L. 114 -254 supplemental funds, $2,489,000 of P.L. 115-123 supplemental funds and $10,000,000 of P.L. 117-43 supplemental funds.
2/ $12,803,000 reprogrammed to the project.
3/ $0 rescinded from the project.
4/ $0 transferred to the Flood Control and Coastal Emergencies account.
5/ Unobligated Carry-In Funding: The actual unobligated carry-in from FY 2024 into FY 2025 was $8,345,000, including $1,000 of P.L. 114-254 supplemental funds, $75,000 of P.L. 115-123 supplemental funds and $7,754,000 of P.L. 117-43 supplemental funds. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this project is $6,500,000.
6/ PED costs of $0 are included in this amount.

PHYSICAL DATA:

The MRL feature of the project includes 1,595 miles of levees (ranging from 20 feet to 35 feet in height); 14.8 miles of floodwall (ranging from 14 feet to 23 feet in height); 654.8 miles of berm; 541.6 miles of levee road; 72 miles of channels and canals; and 5 pumping stations.

The Channel Improvement feature includes 19,135 acres of land; 1,097 miles of revetments; 362 miles of dikes; and 1 pumping station.

The Atchafalaya Basin feature includes 449 miles of levees at an average height of 20 feet; 20 miles of railroad relocations and 15 miles of road relocations; 9 drainage structures [Point Coupe (2 gates, 10.5 by 15 feet), Melville (2 - 72-inch corrugated metal pipe with vertical lift gate), Darbonne (10-foot by 10-foot barrel with vertical lift gate), Bayou des Glaises (72-inch corrugated metal pipe with flap gate), Bayou Courtableau (2 weirs, 503 feet long), Brushy Bayou (5-foot by 6-foot barrel with vertical lift gate), Bayou Courtableau (5-barrel, each 10 feet by 15 feet with vertical lift gate), Wax Lake East (25 pipes, 5 feet in diameter with slide gates, Wax Lake West (15 pipes, 5 feet in diameter with slide gates)]; 289,212 acres of land; 15 pumping stations with a minimum capacity of 50 cfs, a Maximum capacity of 1,500 cfs, and an average capacity of 400 cfs; 58 miles of bank stabilization; 3 floodgates [Charenton - Sector-gates, 45 feet wide, East Calumet - sector-gates, 45 feet wide, and West Calumet - sector-gates, 45 feet wide]; 147.1 miles of channels; 3 locks [Bayou Boeuf, 75 feet by 1,156 feet, earth chamber, Bayou Sorrel, 56 feet by 797 feet, earth chamber, and Berwick, 45 feet by 300 feet, concrete chamber]; 10.1 miles of channel river navigation; and 2 planned freshwater control structures [Sherburne - dual 10-foot by 10-foot reinforced concrete box culverts with gates and Henderson - dual 10-foot by 10-foot reinforced concrete box culverts with gates].

The ABF feature includes 388,000 acres managed for recreation with the following facilities: 3 campgrounds; 7 primitive campgrounds; 15 two-lane boat launching ramps; one visitor center and numerous trails.

JUSTIFICATION:

The LMRMS project is designed to safely convey a Project Design Flood (PDF) from Cairo, IL to the Gulf of Mexico via the main river channels, floodways, and backwater areas. At the latitude of the Old River Control Complex (ORCC), Louisiana, the PDF flows total 3.030,000 cfs. From the ORCC to the Morganza Floodway, the Corps has designed the LMRMS project to convey up to 2,100,000 cfs in the PDF in the Mississippi River. Below the Morganza Floodway, the LMRMS Project would carry up to 1,500,000 cfs in the PDF within the Mississippi River without threatening the integrity of the levees along its banks, which reduce the flood risk to a large area that is densely populated, and has highly developed agricultural lands and industries, until it reaches the Bonnet Carre Spillway (about 30 miles upstream of New Orleans). At Bonnet Carre, the Corps would divert 250,000 cfs in the PDF to Lake Pontchartrain, with the remaining flows passing via the Mississippi River to the Gulf of Mexico including passing the City of New Orleans. With respect to the Atchafalaya Floodway, the LMRMS Project is designed to pass up to 1,500,000 cfs which includes the Red/Ouachita/Black watershed flows and diverted flows via the ORCC (620,000 cfs) and the Morganza Floodway (600,000 cfs) for the PDF. In order to prevent diverted waters from spreading over the rich and highly developed agricultural lands within the Atchafalaya Basin, these rivers and floodways have been leveed to confine the diverted flow.

The Mississippi River, with a drainage area of about 1,245,000 square miles, has a wide range of flow, increasing from an approximate minimum of 90,000 cubic feet per second (675,000 gallons per second) to a maximum of 2,345,000 cubic feet per second (17,587,000 gallons per second) which occurred in 1927 at the latitude of Red River Landing. The project flood is 3,030,000 cubic feet per second (22,500,000 gallons per second). Part of the tremendous energy of this volume of flowing water is directed toward a relentless attack on the banks of the river, causing the unprotected banks to cave into the river. As these caving progresses, the attack becomes more direct, the bendway moves in toward the levee, and more sediment is placed in the river and deposited downstream in the form of a

sandbar. This bar gradually builds out into the channel and deflects the river's attack to the opposite bank. As the cycle is repeated the river tends to meander and lengthen. Revetment is placed against the banks of the river at locations where mainline levees are being threatened with destruction or where unsatisfactory alignment and channel conditions are developing. Revetment serves a three-fold purpose in that the river is prevented from encroaching on the Main Stem levees, excess material is kept out of the stream, and a favorable channel alignment and depth are maintained. An objective of the plan is to preserve favorable alignments and efficient cross-sectional areas and to prevent the river from creating new meander patterns. In wide reaches of the river, dikes are used to contract the channel width so as to produce an efficient channel for navigation and to ensure the flood carrying capacity of the river. Chutes and secondary channels are controlled for the same purpose. Dredging is employed to assist the river in removing natural obstructions which deflect the current into undesirable patterns of flow and to assist in developing an efficient channel. Foreshore protection is utilized to preserve the integrity of the Mississippi River Levees from attack by erosion of the batture. Erosion of the batture leads to steep slopes which, when undermined, result in considerable loss of batture and possible failure of the levee.

The area subject to flooding in the project flood assuming no flood damage reduction works is 22,700,000 acres. The area for which the completed project would reduce the flood risk is 15,100,000 acres. This consists of 226,000 residential acres which include the City of New Orleans, 45,000 acres of commercial lands, 10,600,000 acres of agricultural lands, and 6,500,000 acres of woodland and marshland.

The LMRMS project was authorized by the Flood Control Act of 1928 after the 1927 flood which overflowed about 26,000 square miles, caused the deaths of 214 people, and rendered 637,000 people temporarily homeless.

The next flood of magnitude was the 1973 flood, which overflowed 16,875 square miles, caused the death of 28 people, and displaced approximately 45,300 persons.

The 2011 flood set a new flood of record based on a comparison of peak flows measured at representative locations in the lower Mississippi Valley versus previous flood records. In addition, this flood experienced greater stages than the 1927 flood, but since the levees did not crevasse or overtop flooding was reduced by 62 percent. Total damages with existing projects in operation were $2,800,000,000 (2011 price levels). In addition, $1,500,000,000 in damages were incurred by the Federal flood risk management works in the watershed of the Lower Mississippi River and its tributaries.

The LMRMS project reduces the flood risk to 35,000 square miles and, to a lesser extent, to an additional 3,780 square miles in the alluvial valley subject to flooding by the project flood. The alluvial valley is over 650 miles long and varies in width from 20 to 90 miles. Numerous railroads, highways, and airfields connecting the major transportation centers lie within the area as do several major transcontinental communication routes. In addition to highly developed agricultural areas, the LMRMS project benefits urban areas and many industries. Since its construction began, farms and industries have developed in the adjacent areas. Therefore, overtopping or crevassing of the levees would cause far more damage than anticipated at the start of project construction. The main stem levees in the lower reaches include levees that are deficient because of consolidation of the soft underlying soils, especially those below the latitude of Krotz Springs, LA. Construction of these levees to the approved grade would reduce the risk of flood damage and provide a more reliable means of access for the movement of manpower and equipment to any spot in that area threatened by floods.

The Atchafalaya Basin and Floodway features resulted from a comprehensive study with a view to developing a plan for the enhancement, management, and preservation of the water quality and related land resources of the Atchafalaya River Basin, Louisiana, which would include provisions for reductions of siltation, improvement of water quality, and possible improvements of the area for commercial and sport fishing. The Atchafalaya Basin Floodway feature, which is an integral part of the overall flood damage reduction plan of the LMRMS, includes real estate acquisition of lands, flowage easements, and developmental control easements in the floodway south of Krotz Springs, Louisiana, to ensure unhampered use of the floodway during major floods; and environmental protection

easements to protect the basin's environmental resources. Provision of additional public access and several campgrounds, boat launching ramps, visitors' center, and other recreational facilities are also authorized. The water management units' feature involves making use of distinct and unique hydrologic units within the floodway to improve historical (where practical) overflow conditions and thereby enhance aquatic ecosystem productivity. The benefits of the Atchafalaya Basin Floodway are derived from the way in which they operate together with all other features of the LMRMS project when the Mississippi River floods, the benefit-cost ratio is a composite one that covers the entire plan. This floodway feature is, for all practical purposes, a part of the main river system, in as much as the integrity of the main river system depends upon its utilization.

FISCAL YEAR 2025: The TOTAL unobligated dollars are being applied as follows:

MRL FEATURE

Continue:	
Planning, Engineering, and Design:	
Perform engineering and design work for upcoming MRL work packages	$34,220,000
Cairo, IL Floodwall	10,328,000
Mitigation Land Acquisition	1,098,000
Construction Management:	
Perform Supervision and administration of prior year contracts	83,473,000
Total	$129,119,000

CHANNEL IMPROVEMENT FEATURE

The planned revetment work consists of the following items:

Continue:	
Construction of revetments	$122,439,000
Planning, Engineering, and Design	5,000,000
Total Revetment	$127,439,000

ATCHAFALAYA BASIN FEATURE

Continue:	
Construction Management supervision and administration	$38,947,000
Planning, Engineering, and Design	2,498,000

Complete:	
Floodwall analysis	650,000
Total	$42,095,000

ATCHAFALYA BASIN FLOODWAY FEATURE

Continue:	
Project Management	$515,000
Construction Management	7,830,000
Total	$8,345,000

FISCAL YEAR 2026: The budget amount will be applied as follows:

MISSISSIPPI RIVER LEVEES FEATURE

Continue:	
Planning, Engineering, and Design for upcoming work	$5,000,000
Total	$5,000,000

CHANNEL IMPROVEMENT FEATURE

Construction of Revetment	$28,500,000
Planning, engineering, and design	9,000,000
Total Revetments	$37,500,000

ATCHAFALAYA BASIN FEATURE

Total	$0

ATCHAFALAYA BASIN FLOODWAY SYSTEM FEATURE

Total	$0

NON-FEDERAL COST: In accordance with the Flood Control Acts of 1928, 1936, 1938, 1941, 1944, 1946, 1950, 1954, 1962, 1965, 1968 and WRDA 1986. The Non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Mississippi River Levees:		
Provide lands, easements, rights-of-way, and borrow and excavated or dredged material disposal areas.	$116,429,000	
Minor maintenance of all flood control works after their completion, except controlling a regulating spillway structures, including special relief levees; maintenance includes normally such matters as cutting grass, removal of weeds, local drainage and minor repairs to mainline river levees.		$3,541,000
Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operation, maintenance, repair, rehabilitation and replacement of recreation facilities.	4,288,000	0
Total Mississippi River Levees Non-Federal Costs	$120,717,000	$3,541,000
Channel Improvement:		
Provide lands, easements, rights-of-way, and borrow and excavated or dredged material disposal area.	$100,000	
Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operation, maintenance, and replacement of recreation facilities.	4,900,000	$281,000
Total Channel Improvement Non-Federal Costs	$5,000,000	$281,000

Atchafalaya Basin:

Bear the administrative costs for furnishing rights-of-way for levee and levee drainage construction; purchase maintenance equipment; and perform miscellaneous levee work.	$322,000	
Agree to accept lands under the provision of Section 4 of the Flood Control Act of 15 May 1928, and as provided in the Flood Control Act of 18 August 1941.	0	
Bear costs for and maintain all flood control works after their completion, except controlling and regulating spillway structures, including special levees; maintenance includes normally such matters as cutting grass, removal of weeds, local drainage and minor repairs to the levees.	0	$3,700,000
For the Upper Point Coupee Loop Area, provide an interior drainage system and comply with the applicable provisions of the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970, and comply with the provision of Section 221 of the Flood Control Act of 1970.	25,549,000	
The State of Louisiana, through the Department of Transportation and Development as the local sponsor, will provide a voluntary 25 percent cost share for the planning, design, and construction of the interim protection for floodproofing of riverfront businesses in Morgan City and Berwick.	2,500,000	
Total Atchafalaya Basin Non-Federal Costs	$28,049,000	$3,700,000

Atchafalaya Basin Floodway System:

Pay one half of the separable cost allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities.	$42,496,000	$1,361,000
Provide lands, easements, right-of-way, and dredged material disposal areas for recreation.	950,000	
Pay 25 percent of construction, operation, and maintenance of Water Management Units.	48,193,000	7,253,000
Total Atchafalaya Basin Floodway System Non-Federal Costs	$91,639,000	$8,614,000
TOTAL NON-FEDERAL COSTS	$245,405,000	$16,136,000

STATUS OF LOCAL COOPERATION:

Mississippi River Levees: It is estimated that local interests had spent approximately $292 million for flood protection prior to the Act of 15 May 1928. After passage of the Act, the 37 levee districts along the Mississippi River adopted resolutions assuring the United States that the requirements of local cooperation will be met. These local interests have acquired all rights-of-way for work completed and underway and are responsible for providing the rights-of-way for work scheduled for the current and future fiscal years. Supplemental assurances covering the requirements of the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970 have been accepted for Main Stem Mississippi River Levees in Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee.

Assurances of local cooperation for the recreation facilities at Warfield Point, Mississippi, were accepted on 14 October 1969. Supplemental assurances covering the River and Harbor Act of 1970 and Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970 were accepted 7 August 1972. Assurances have not as yet been requested for the recreation facilities at Mississippi River State Park, Arkansas.

Channel Improvement: Assurances furnished by the Missouri Department of Conservation for the Dorena Recreation Facility were accepted 27 August 1971; assurances furnished by the Tennessee Department of Conservation for the Richardson Landing Recreation Facility were accepted 3 September 1976; and assurances furnished by the City of Memphis, Tennessee, for Volunteer Bicentennial Park were accepted 11 September 1975. Assurances furnished by the City of Osceola, Arkansas, for Lake Neark, Arkansas, are embodied in the contract for cost sharing approved on 19 September 1982. A Local Cooperation Agreement for the Ed Jones Boat Ramp with the State of Tennessee was signed 27 October 1988. A Local Cooperation Agreement for the Shelby Forest Boat Ramp with the State of Tennessee was signed 11 October 1990. A Local Cooperation Agreement for the Dyersburg, Tennessee, Boat Ramp with the State of Tennessee was signed 11 July 1994.

Atchafalaya Basin: Necessary assurances for maintaining the feature have been furnished by the Atchafalaya Basin Levee District; Red River, Atchafalaya and Bayou Boeuf Levee District; St. Mary Parish Government; Pointe Coupee Parish Police Jury; and the towns of Berwick and Morgan City, Louisiana. These agencies are furnishing all requirements of local cooperation necessary for meeting present schedules. Newly formed St. Mary Parish Levee District has expressed interest in serving as the local sponsor for portions of the feature in St. Mary Parish.

Atchafalaya Basin Floodway System: The Avoyelles Parish Police Jury is the non-Federal sponsor for the Simmesport Boat Ramp and the PPA was executed on 18 April 2001. The State of Louisiana has provided a letter of intent supporting the recreation feature and agrees to its cost sharing requirements. The State designated the Department of Natural Resources to be the lead State agency to represent the State in the implementation. An additional sponsor, St. Mary Parish, serves as local sponsor for Myette Point Boat Landing, and the PPA was executed on 18 May 2004. The State of Louisiana, Department of Natural Resources, is also serving as the sponsor for the management units. The PPA for the Buffalo Cove management unit was executed on 16 May 2005.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of $14,400,787,000 is an increase of $88,126,000 from the latest estimate $14,312,661,000 presented to the Congress in FY2025. This change includes the following items:

ATCHAFALAYA BASIN:	
Price Escalation on construction features	$650,000
ATCHAFALAYA BASIN FLOODWAY SYSTEM:	
Price Escalation on construction features	$0
MISSISSIPPI RIVER LEVEES:	
Price Escalation on construction features	$10,500,000
CHANNEL IMPROVEMENT:	
Price Escalation on construction features	$76,976,000
Total	$88,126,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT:

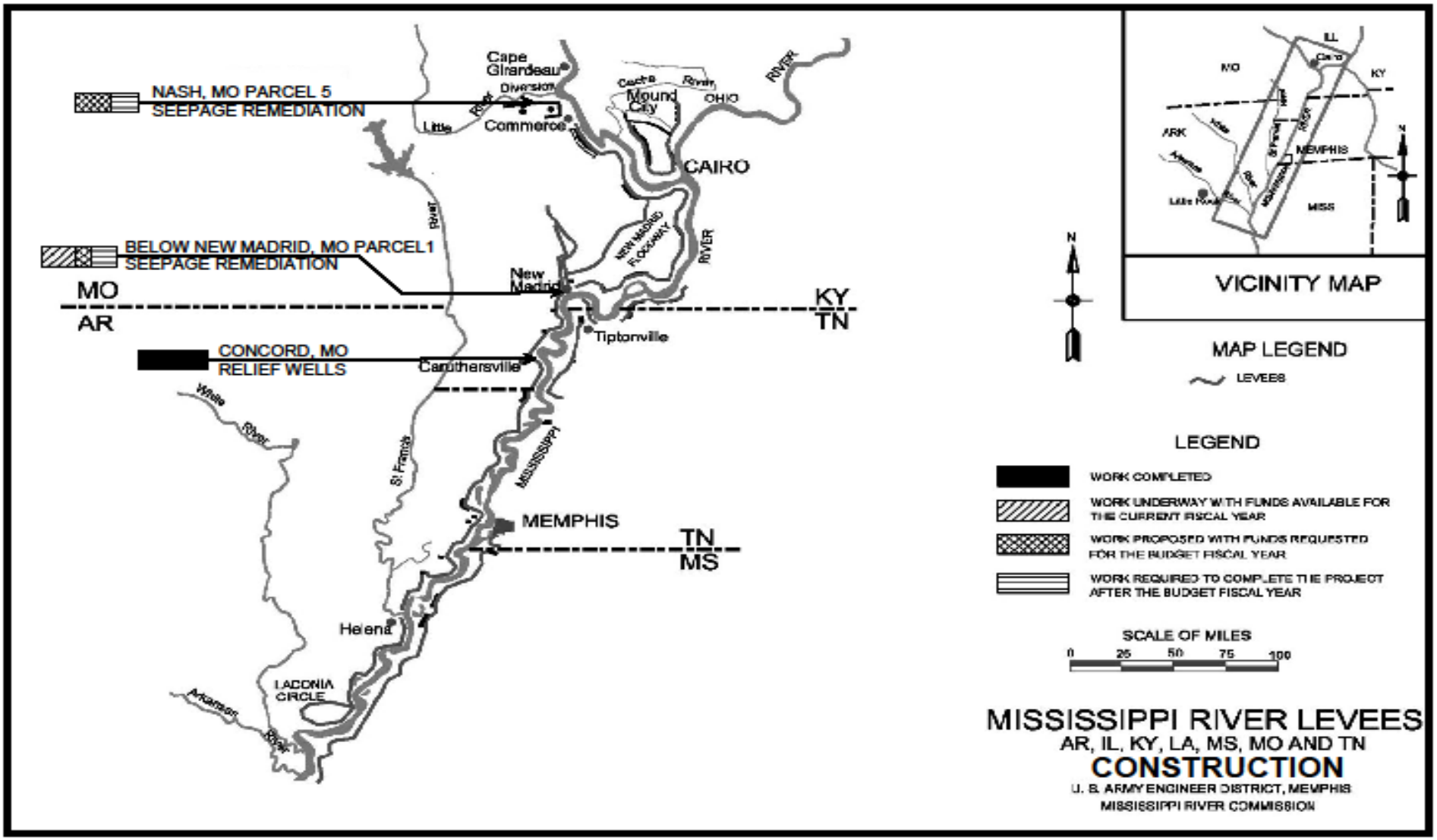
MISSISSIPPI RIVER LEVEES: The Final Environmental Impact Statement was filed with the Council on Environmental Quality on 16 April 1976. A Supplemental Environmental Impact Statement for the feature was completed and the Record of Decision was signed on 5 October 1998. The adequacy of the Supplemental Environmental Impact Statement was challenged but upheld by the United States District Court for the Eastern District of Louisiana. The Fifth Circuit Court of Appeals on October 23, 2000, affirmed the district court's grant of summary judgment to the Government. A second Supplemental Environmental Impact Statement for the feature was completed and the Record of Decision was signed on 11 March 2021.

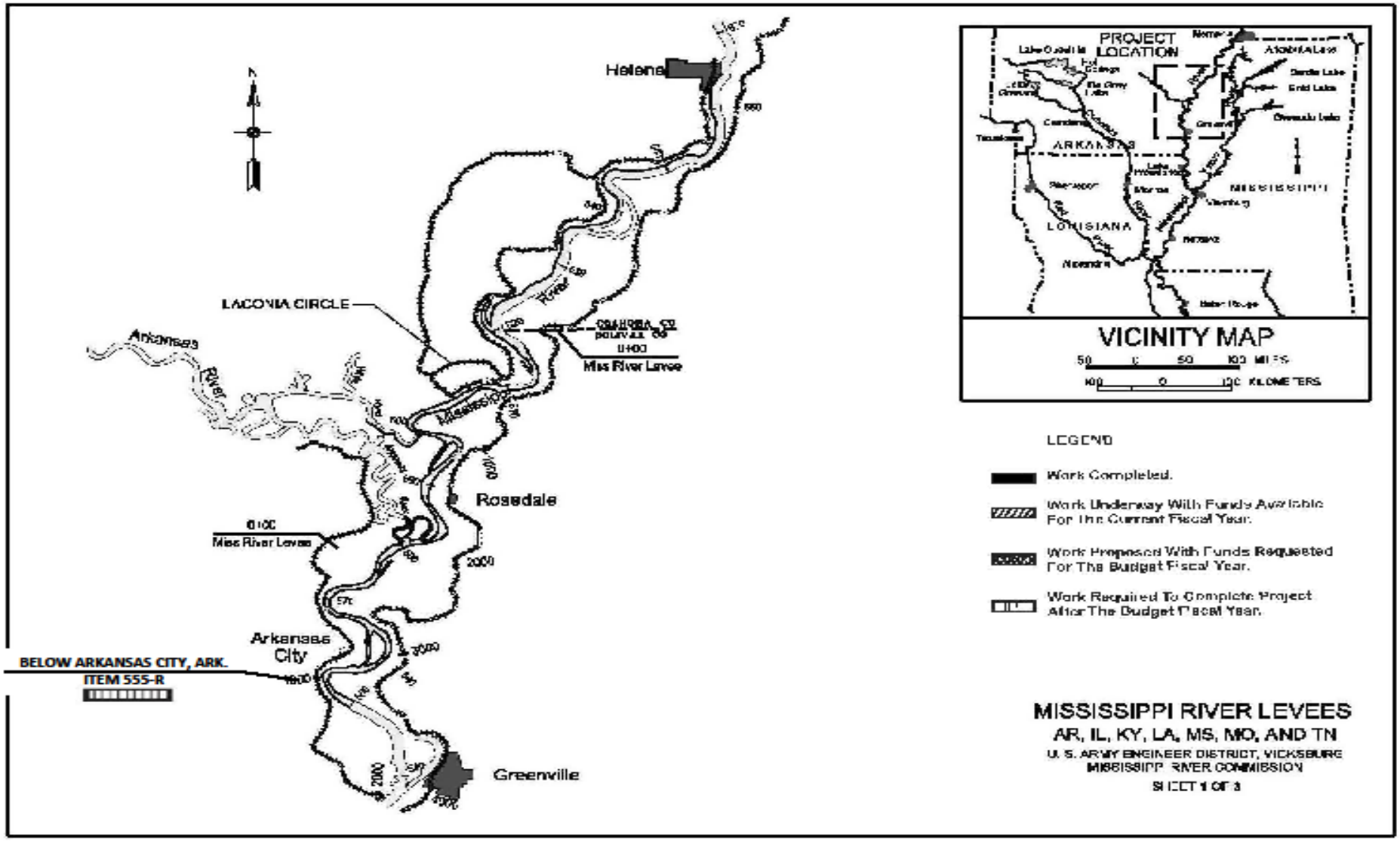
CHANNEL IMPROVEMENT: The Final Environmental Impact Statement was filed with the Council on Environmental Quality on 16 April 1976.

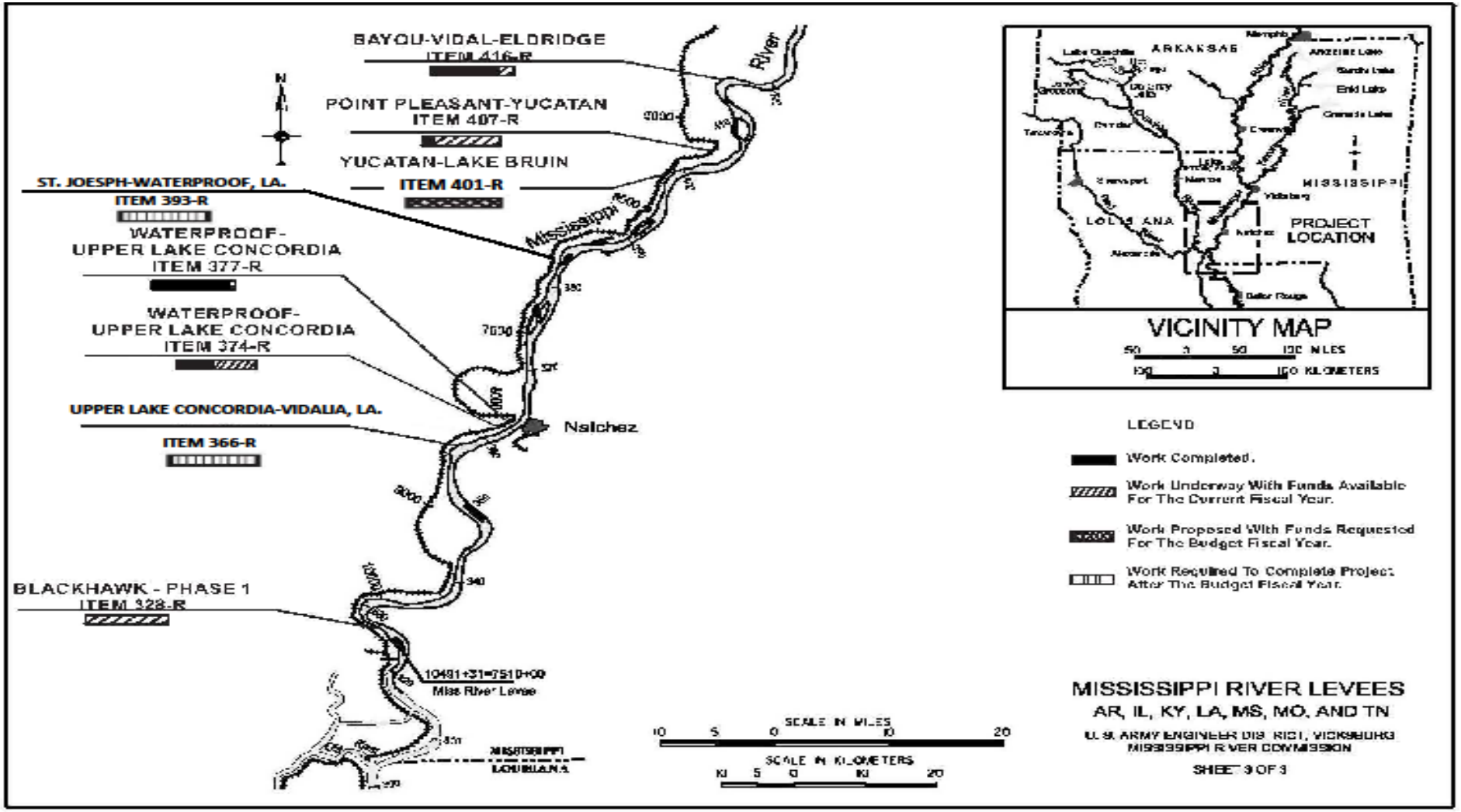
ATCHAFALAYA BASIN: The final Environmental Impact Statement was filed with the Environmental Protection Agency on 20 August 1982. The final Environmental Impact Statement for the Upper Pointe Coupee Loop Area was filed with the Council on Environment Quality on 11 June 1976.

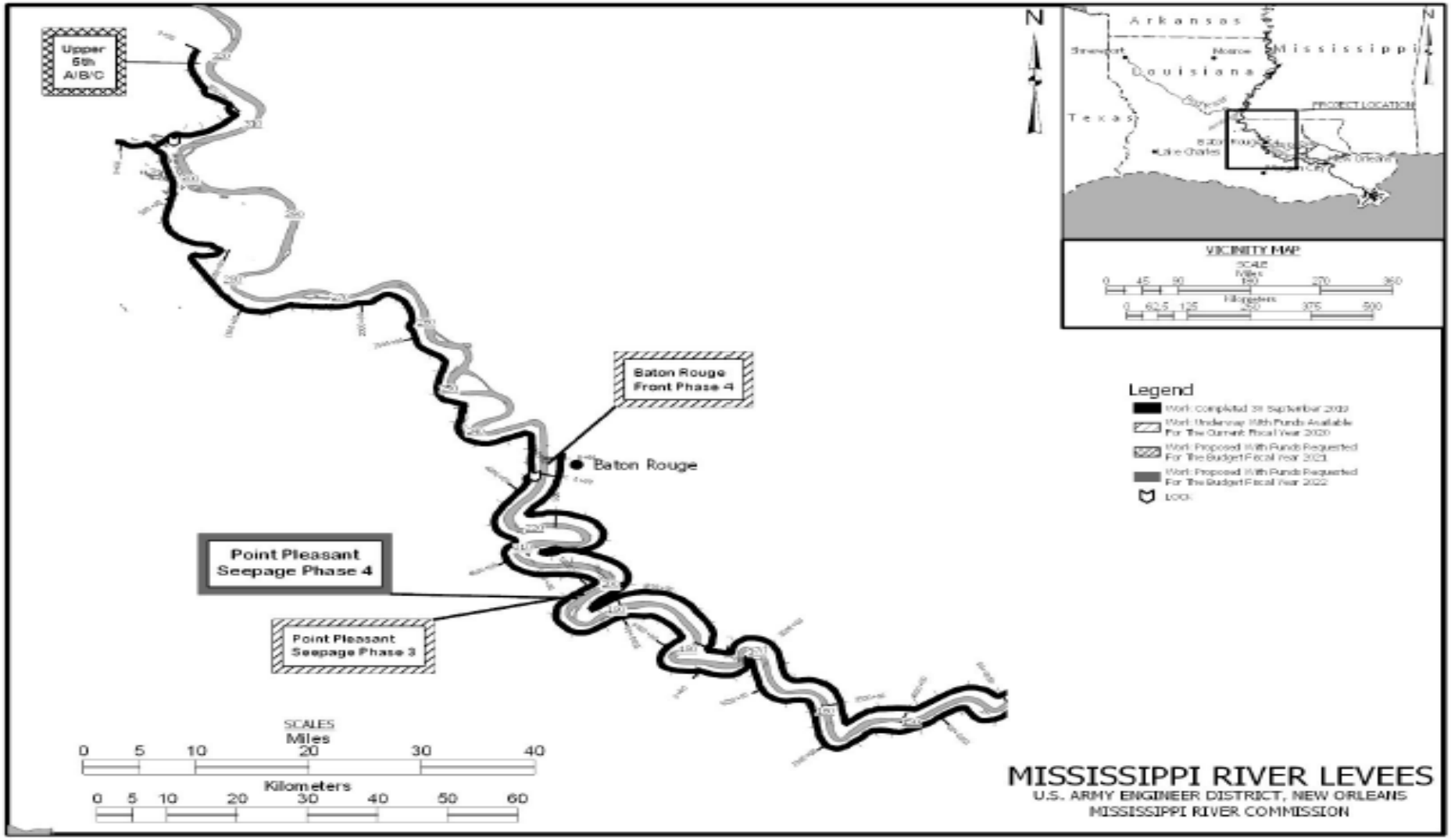
ATCHAFALAYA BASIN FLOODWAY SYSTEM: The final EIS was filed with the Environmental Protection Agency on 20 August 1982. A Supplemental Environmental Impact Statement (SEIS) for Henderson Lake Management Unit and Recreation Feature (combined) was initiated in FY 2008 with anticipated completion and approval in FY 2014. A SEIS for Buffalo Cove, Flat Lake, Beau Bayou, and Cocodrie Swamp has also been initiated with completion paralleling the 5-year monitoring program for Buffalo Cove.

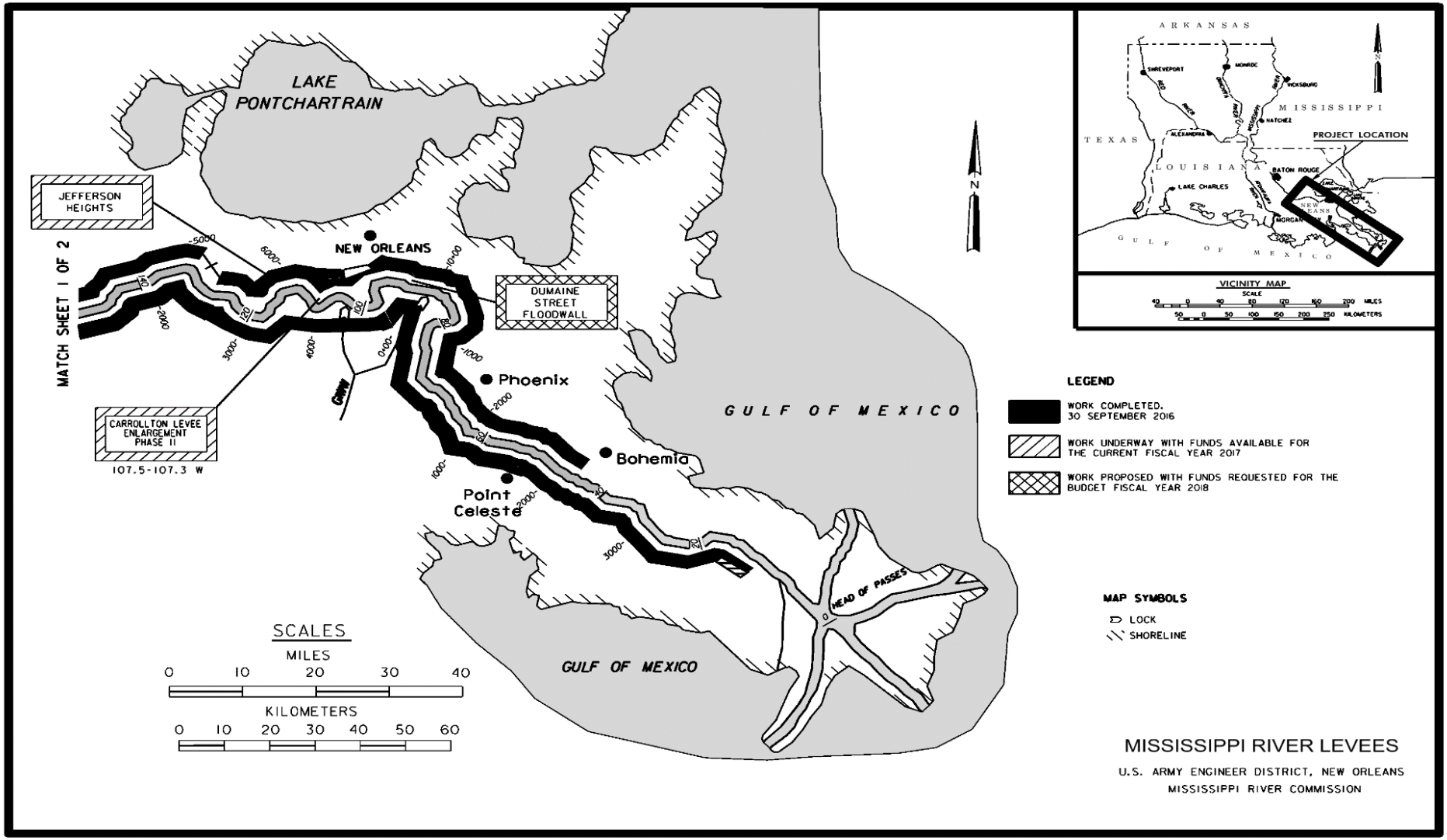
OTHER INFORMATION: Initial construction funds were appropriated in 1928 for the Mississippi River Levees, Channel Improvement, and Atchafalaya Basin features of the LMRMS project; and in 1985 for Atchafalaya Basin Floodway System feature.


NASH, MO PARCEL 5
SEEPAGE REMEDIATION
BELOW NEW MADRID, MO PARCEL1
SEEPAGE REMEDIATION
CONCORD, MO
RELIEF WELLS
MO
AR
KY
TN
TN
MS
Cape Girardeau
Diversion
Commerce
Little
Mound City
OHIO
RIVER
CAIRO
New Madrid
NEW MADRID FLOODWAY
RIVER
Tiptonville
Caruthersville
White River
St Francis
MISSISSIPPI
MEMPHIS
Helena
LACONIA CIRCLE
Arkansas River
VICINITY MAP
MAP LEGEND
LEVEES
LEGEND
WORK COMPLETED
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR
SCALE OF MILES
0 25 50 75 100
MISSISSIPPI RIVER LEVEES
AR, IL, KY, LA, MS, MO AND TN
CONSTRUCTION
U. S. ARMY ENGINEER DISTRICT, MEMPHIS
MISSISSIPPI RIVER COMMISSION

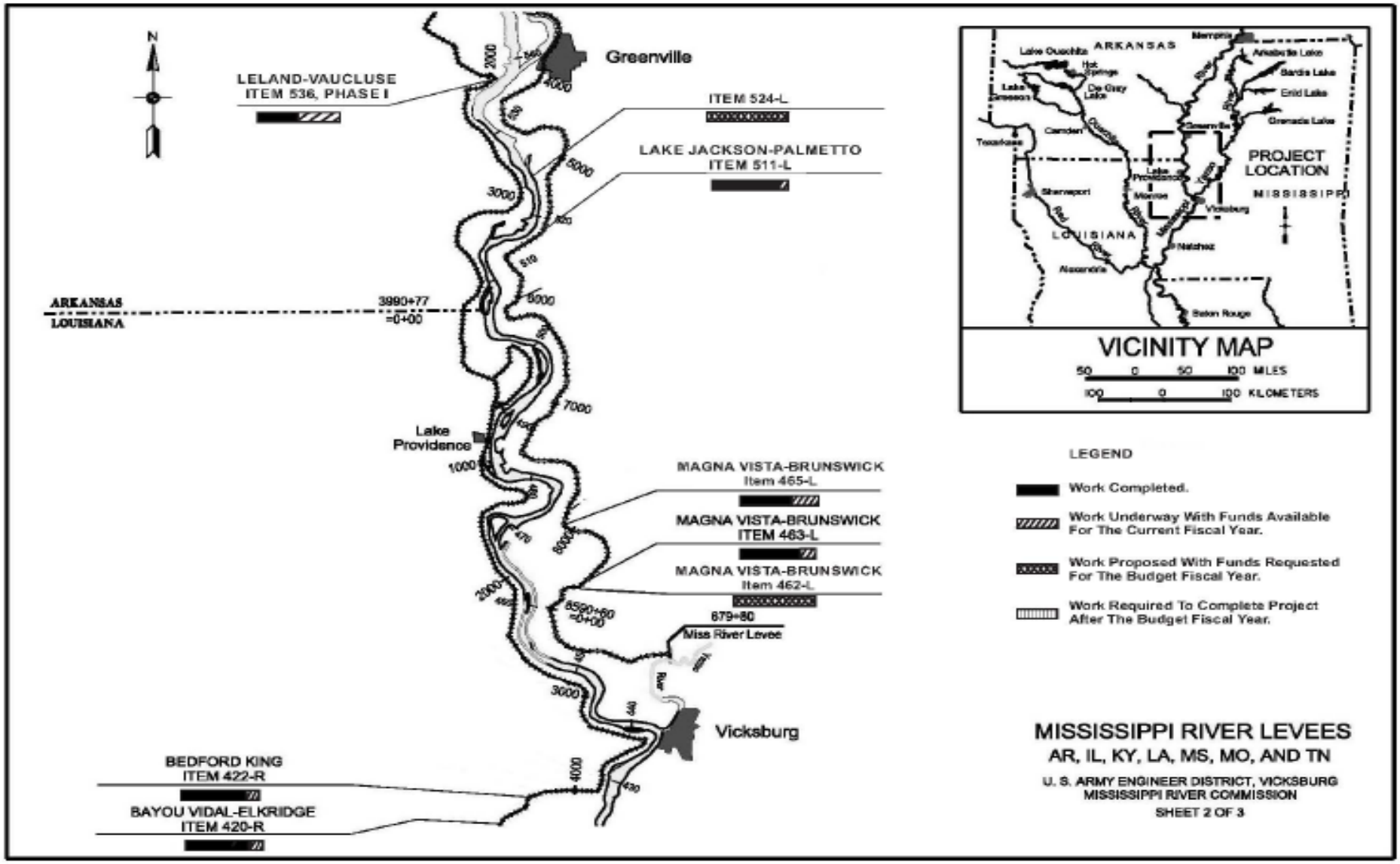

Helena
LACONIA CIRCLE
Arkansas River
Miss River Levee
Rosedale
Miss River Levee
Arkansas City
BELOW ARKANSAS CITY, ARK.
ITEM 555-R
Greenville
PROJECT LOCATION
ARKANSAS
MISSISSIPPI
LOUISIANA
VICINITY MAP
KILOMETERS
LEGEND
Work Completed.
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
MISSISSIPPI RIVER LEVEES
AR, IL, KY, LA, MS, MO, AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 1 OF 3

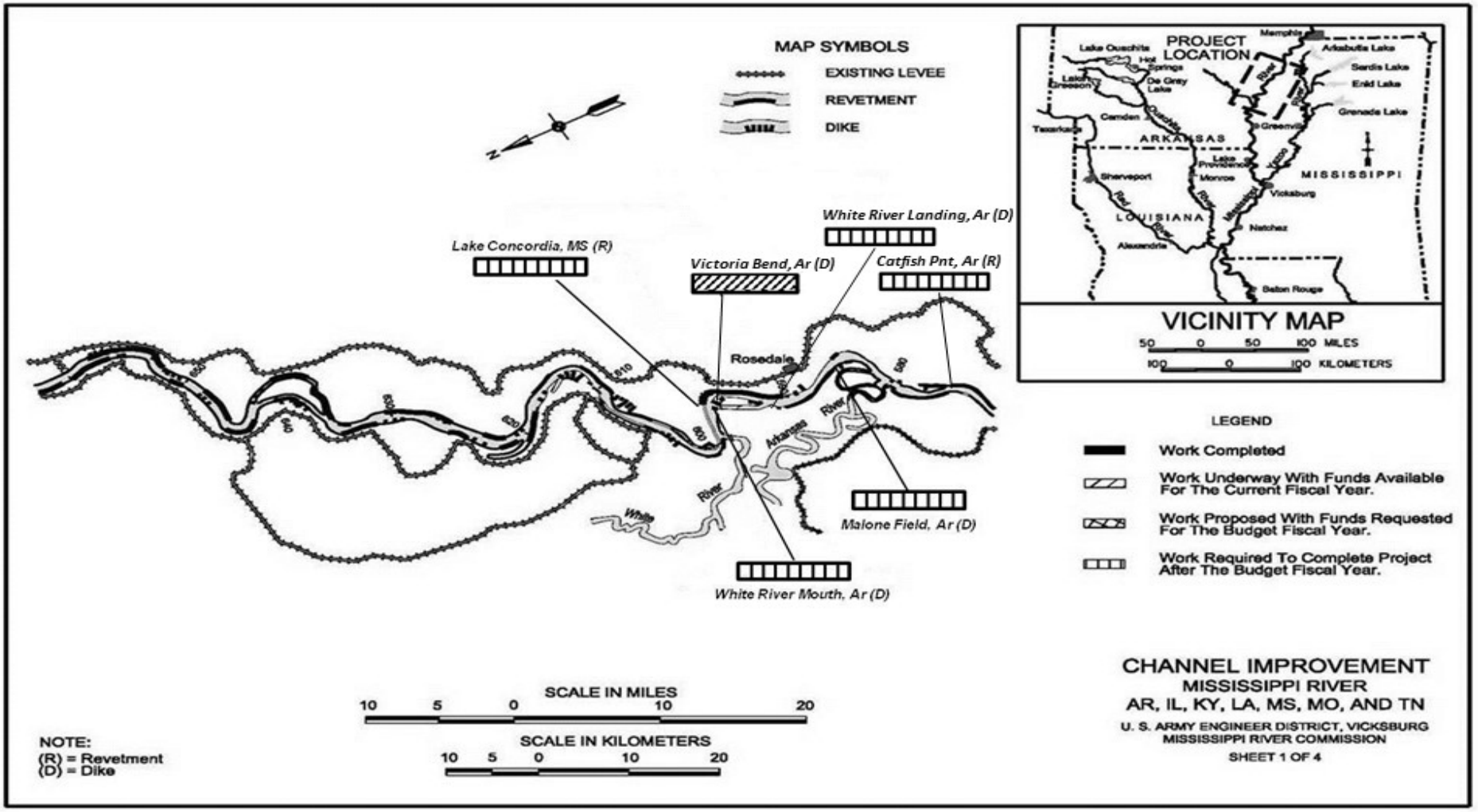

BAYOU-VIDAL-ELDRIDGE
ITEM 416-R
POINT PLEASANT-YUCATAN
ITEM 407-R
YUCATAN-LAKE BRUIN
ITEM 401-R
ST. JOESPH-WATERPROOF, LA.
ITEM 393-R
WATERPROOF-
UPPER LAKE CONCORDIA
ITEM 377-R
WATERPROOF-
UPPER LAKE CONCORDIA
ITEM 374-R
UPPER LAKE CONCORDIA-VIDALIA, LA.
ITEM 366-R
BLACKHAWK - PHASE 1
ITEM 328-R
Natchez
Mississippi River
10481+31=751D+00
Miss River Levee
MISSISSIPPI
LOUISIANA
ARKANSAS
MISSISSIPPI
LOUISIANA
PROJECT
LOCATION
VICINITY MAP
LEGEND
Work Completed.
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
SCALE IN MILES
SCALE IN KILOMETERS
MISSISSIPPI RIVER LEVEES
AR, IL, KY, LA, MS, MO, AND TN
U.S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 3 OF 3

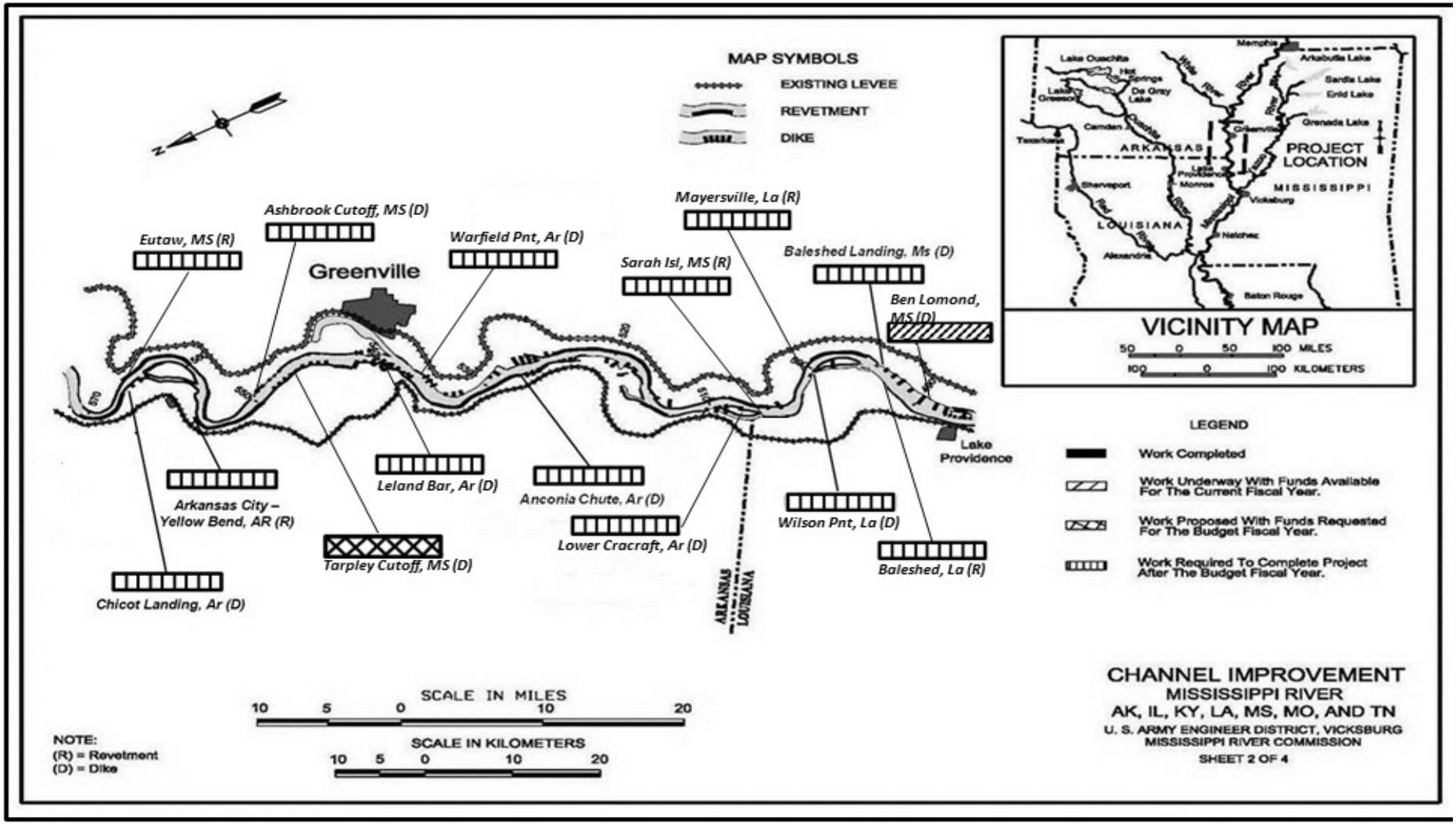

Upper 6th A/B/C
Baton Rouge Front Phase 4
Baton Rouge
Point Pleasant Seepage Phase 4
Point Pleasant Seepage Phase 3
SCALES
Miles
0 5 10 20 30 40
Kilometers
0 5 10 20 30 40 50 60
N
Arkansas
Louisiana
Texas
Mississippi
PROJECT LOCATION
VICINITY MAP
Legend
LOCK
MISSISSIPPI RIVER LEVEES
U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS
MISSISSIPPI RIVER COMMISSION

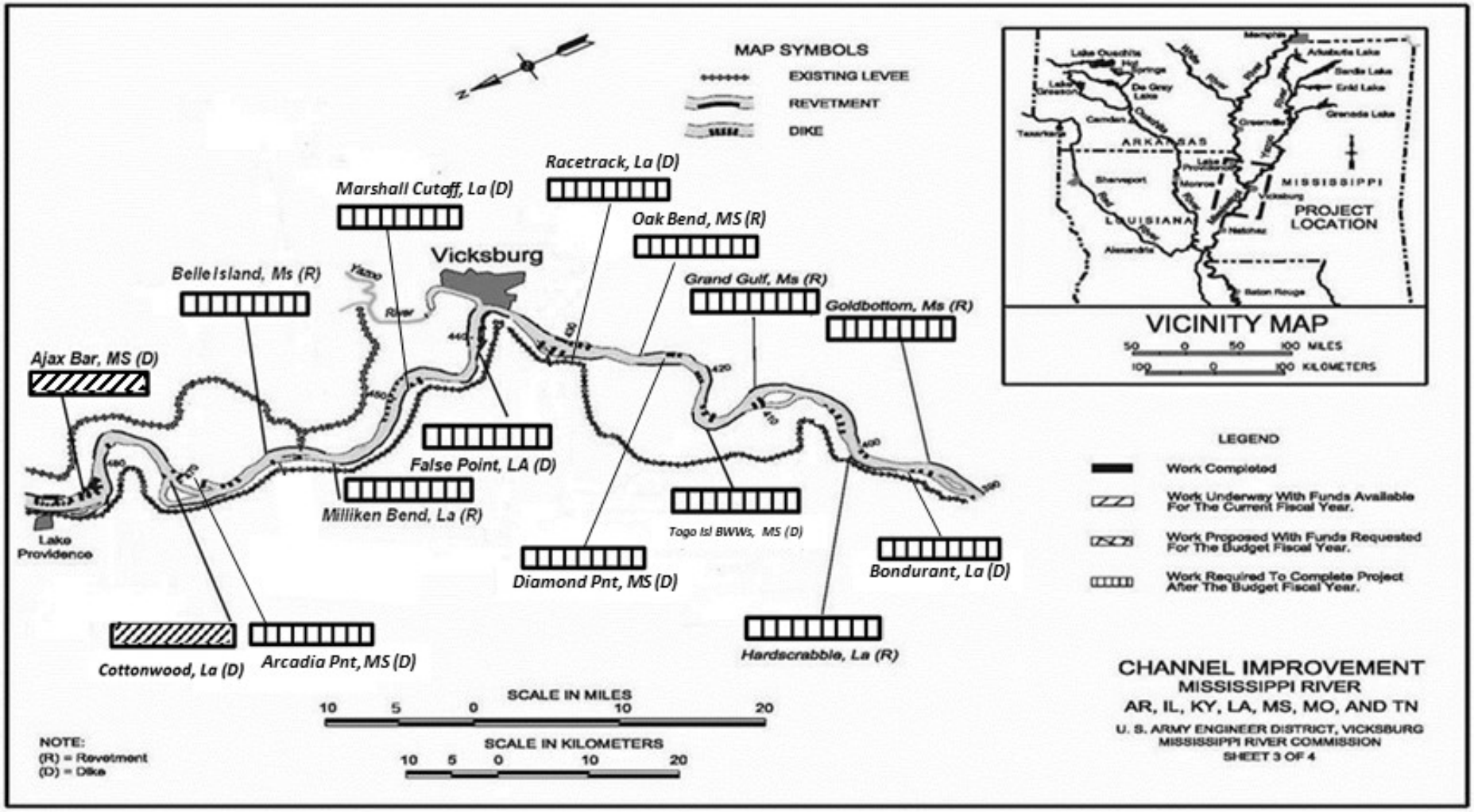

LAKE PONTCHARTRAIN
JEFFERSON HEIGHTS
NEW ORLEANS
DUMAINE STREET FLOODWALL
MATCH SHEET 1 OF 2
CARROLLTON LEVEE ENLARGEMENT PHASE II
107.5-107.3 W
Phoenix
Bohemia
Point Celeste
GULF OF MEXICO
HEAD OF PASSES
GULF OF MEXICO
SCALES
MILES
0 10 20 30 40
KILOMETERS
0 10 20 30 40 50 60
N
ARKANSAS
MISSISSIPPI
TEXAS
LOUISIANA
PROJECT LOCATION
VICINITY MAP
LEGEND
WORK COMPLETED, 30 SEPTEMBER 2016
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR 2017
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR 2018
MAP SYMBOLS
LOCK
SHORELINE
MISSISSIPPI RIVER LEVEES
U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS
MISSISSIPPI RIVER COMMISSION

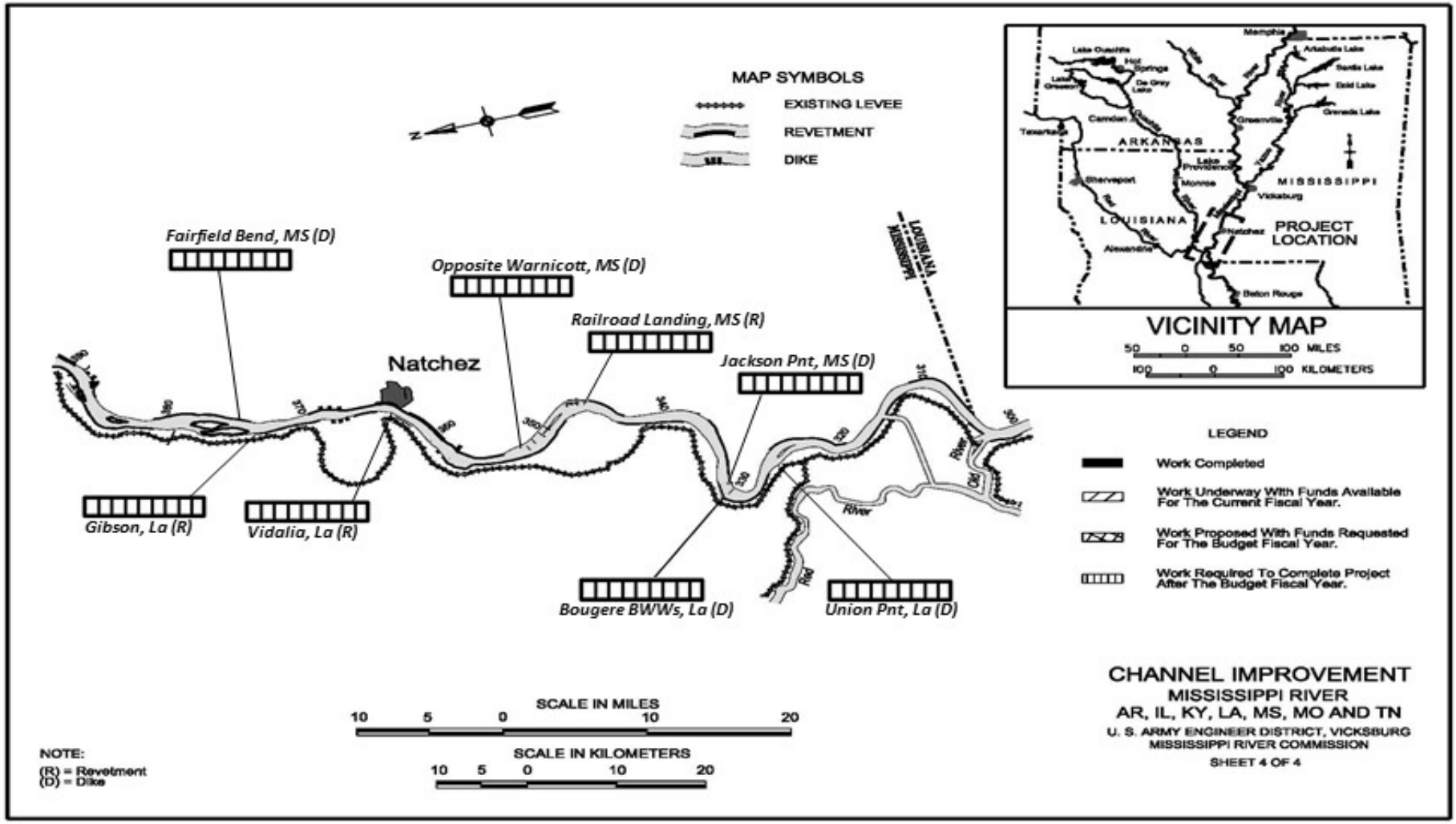
SHEET 2 OF 2

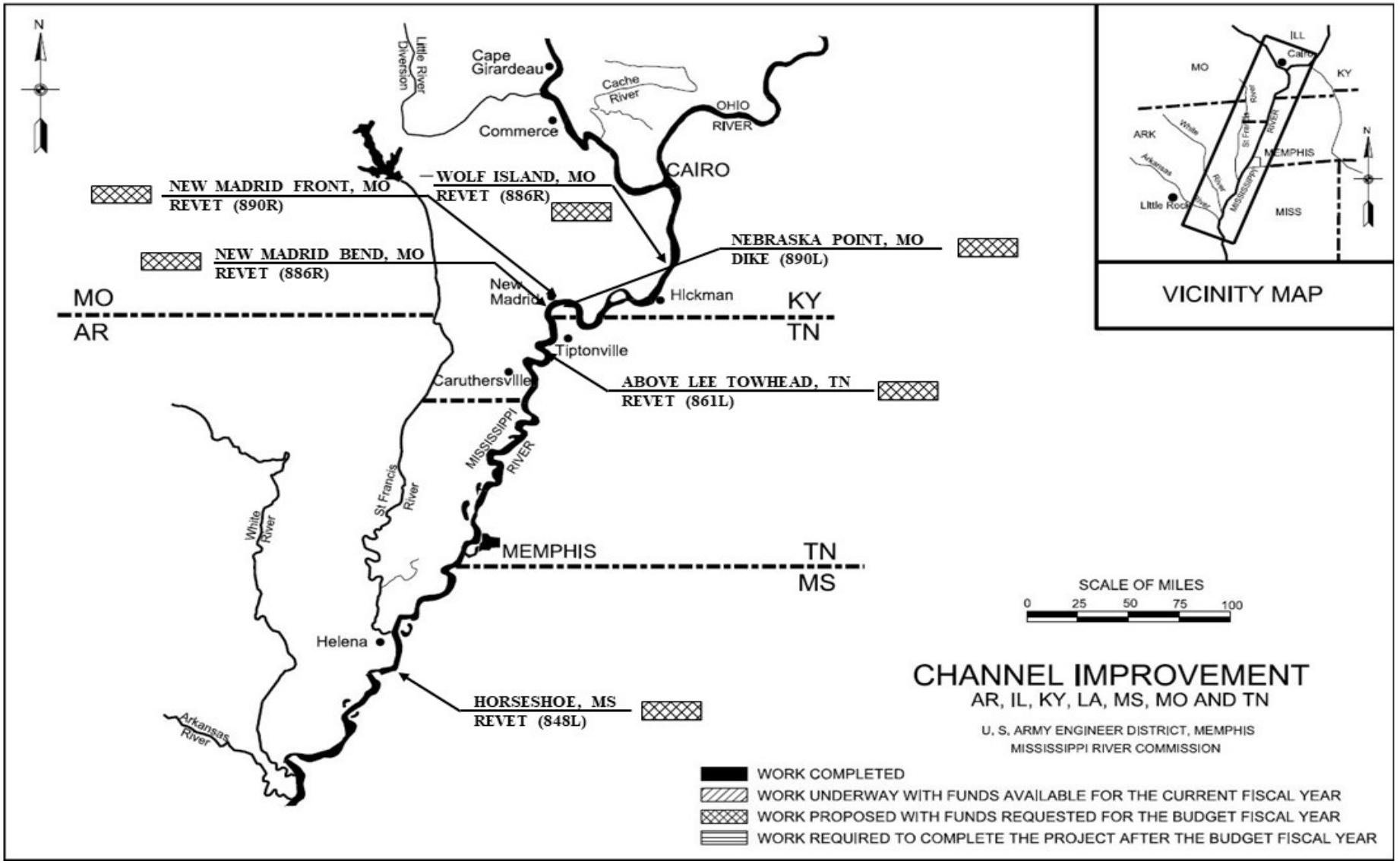

N
LELAND-VAUCLUSE
ITEM 536, PHASE I
Greenville
ITEM 524-L
LAKE JACKSON-PALMETTO
ITEM 511-L
ARKANSAS
LOUISIANA
3990+77
=0+00
Lake
Providence
MAGNA VISTA-BRUNSWICK
Item 465-L
MAGNA VISTA-BRUNSWICK
ITEM 463-L
MAGNA VISTA-BRUNSWICK
Item 462-L
8590+80
=0+00
679+80
Miss River Levee
Vicksburg
BEDFORD KING
ITEM 422-R
BAYOU VIDAL-ELKRIDGE
ITEM 420-R
ARKANSAS
PROJECT
LOCATION
MISSISSIPPI
LOUISIANA
VICINITY MAP
50 0 50 100 MILES
100 0 100 KILOMETERS
LEGEND
Work Completed.
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
MISSISSIPPI RIVER LEVEES
AR, IL, KY, LA, MS, MO, AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 2 OF 3

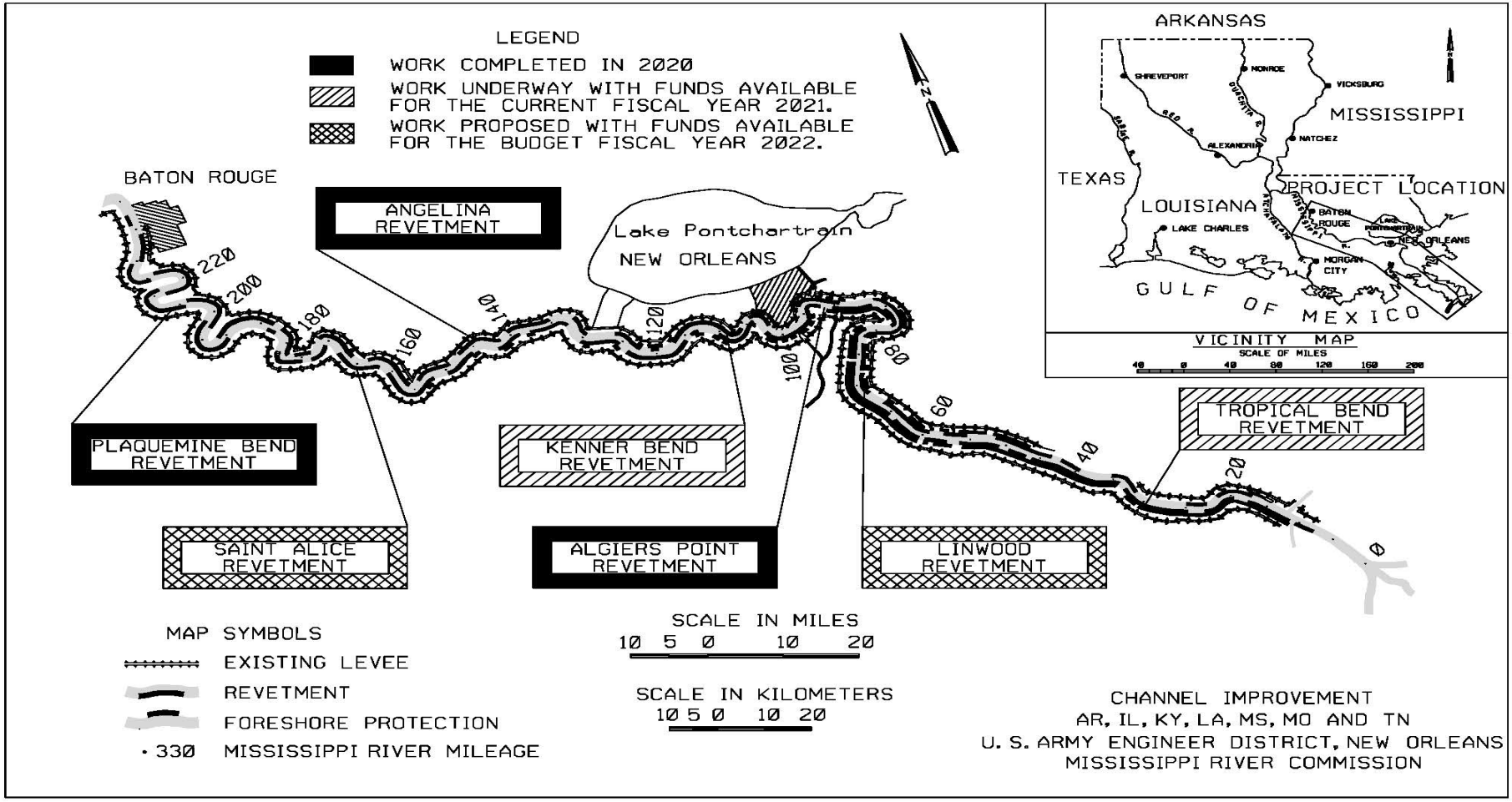

MAP SYMBOLS
EXISTING LEVEE
REVETMENT
DIKE
PROJECT LOCATION
ARKANSAS
MISSISSIPPI
LOUISIANA
VICINITY MAP
50 0 50 100 MILES
100 0 100 KILOMETERS
White River Landing, Ar (D)
Lake Concordia, MS (R)
Victoria Bend, Ar (D)
Catfish Pnt, Ar (R)
Rosedale
Malone Field, Ar (D)
White River Mouth, Ar (D)
LEGEND
Work Completed
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
NOTE:
(R) = Revetment
(D) = Dike
CHANNEL IMPROVEMENT
MISSISSIPPI RIVER
AR, IL, KY, LA, MS, MO, AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 1 OF 4


MAP SYMBOLS
EXISTING LEVEE
REVETMENT
DIKE
Eutaw, MS (R)
Ashbrook Cutoff, MS (D)
Greenville
Warfield Pnt, Ar (D)
Mayersville, La (R)
Sarah Isl, MS (R)
Baleshed Landing, Ms (D)
Ben Lomond, MS (D)
Lake Providence
Arkansas City – Yellow Bend, AR (R)
Leland Bar, Ar (D)
Anconia Chute, Ar (D)
Lower Cracraft, Ar (D)
Wilson Pnt, La (D)
Tarpley Cutoff, MS (D)
Baleshed, La (R)
Chicot Landing, Ar (D)
ARKANSAS
LOUISIANA
PROJECT LOCATION
MISSISSIPPI
VICINITY MAP
50 0 50 100 MILES
100 0 100 KILOMETERS
LEGEND
Work Completed
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
NOTE:
(R) = Revetment
(D) = Dike
CHANNEL IMPROVEMENT
MISSISSIPPI RIVER
AK, IL, KY, LA, MS, MO, AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 2 OF 4

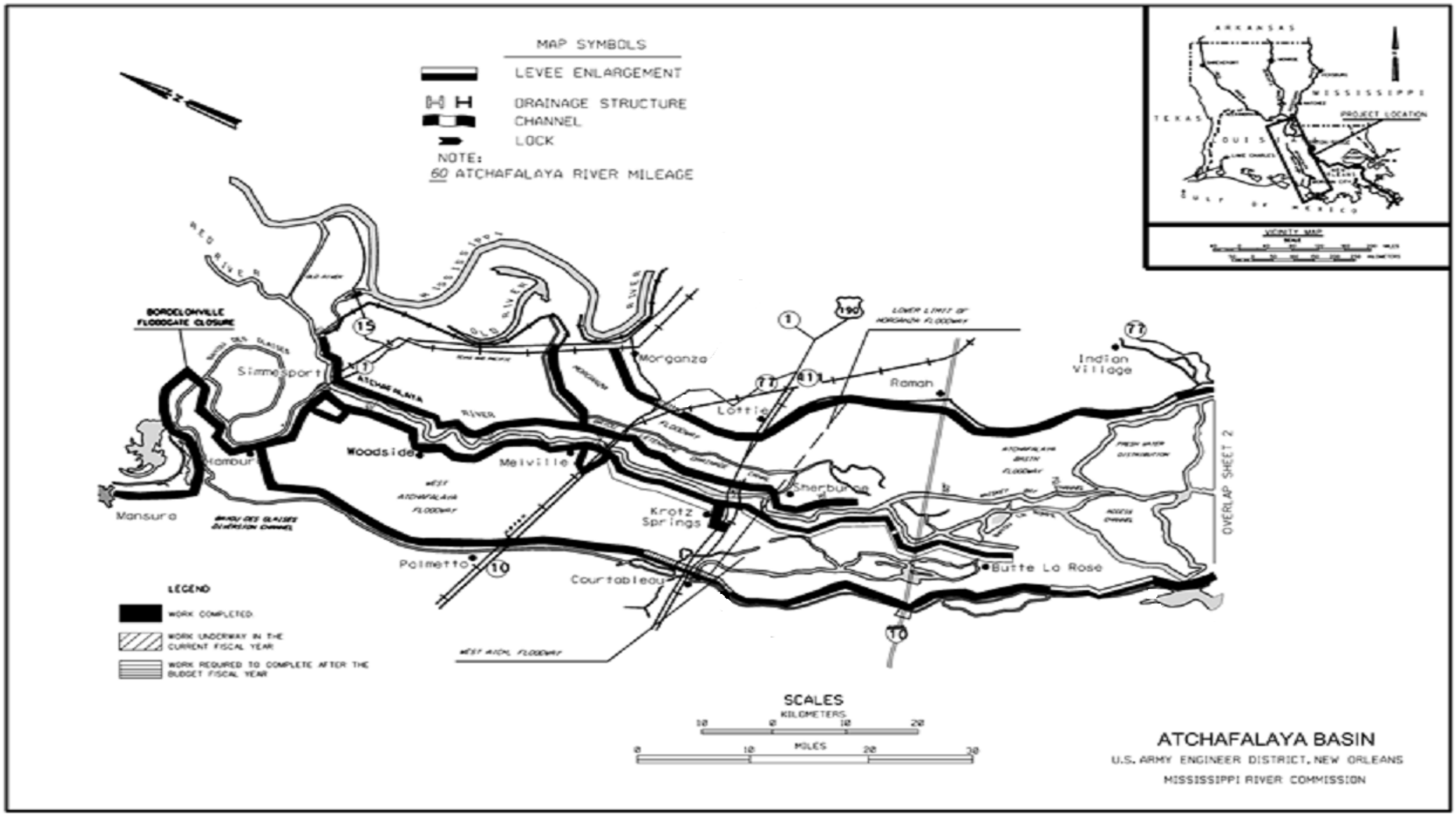

MAP SYMBOLS
EXISTING LEVEE
REVETMENT
DIKE
Racetrack, La (D)
Marshall Cutoff, La (D)
Oak Bend, MS (R)
Vicksburg
Belle Island, Ms (R)
Grand Gulf, Ms (R)
Goldbottom, Ms (R)
Ajax Bar, MS (D)
False Point, LA (D)
Milliken Bend, La (R)
Lake Providence
Togo Isl BWWs, MS (D)
Diamond Pnt, MS (D)
Bondurant, La (D)
Hardscrabble, La (R)
Cottonwood, La (D)
Arcadia Pnt, MS (D)
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
NOTE:
(R) = Revetment
(D) = Dike
ARKANSAS
MISSISSIPPI
LOUISIANA
PROJECT LOCATION
VICINITY MAP
50 0 50 100 MILES
100 0 100 KILOMETERS
LEGEND
Work Completed
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
CHANNEL IMPROVEMENT
MISSISSIPPI RIVER
AR, IL, KY, LA, MS, MO, AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 3 OF 4


MAP SYMBOLS
EXISTING LEVEE
REVETMENT
DIKE
Fairfield Bend, MS (D)
Opposite Warnicott, MS (D)
Railroad Landing, MS (R)
Natchez
Jackson Pnt, MS (D)
Gibson, La (R)
Vidalia, La (R)
Bougere BWWs, La (D)
Union Pnt, La (D)
LOUISIANA
MISSISSIPPI
ARKANSAS
MISSISSIPPI
LOUISIANA
PROJECT LOCATION
VICINITY MAP
50 0 50 100 MILES
100 0 100 KILOMETERS
LEGEND
Work Completed
Work Underway With Funds Available For The Current Fiscal Year.
Work Proposed With Funds Requested For The Budget Fiscal Year.
Work Required To Complete Project After The Budget Fiscal Year.
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
NOTE:
(R) = Revetment
(D) = Dike
CHANNEL IMPROVEMENT
MISSISSIPPI RIVER
AR, IL, KY, LA, MS, MO AND TN
U. S. ARMY ENGINEER DISTRICT, VICKSBURG
MISSISSIPPI RIVER COMMISSION
SHEET 4 OF 4

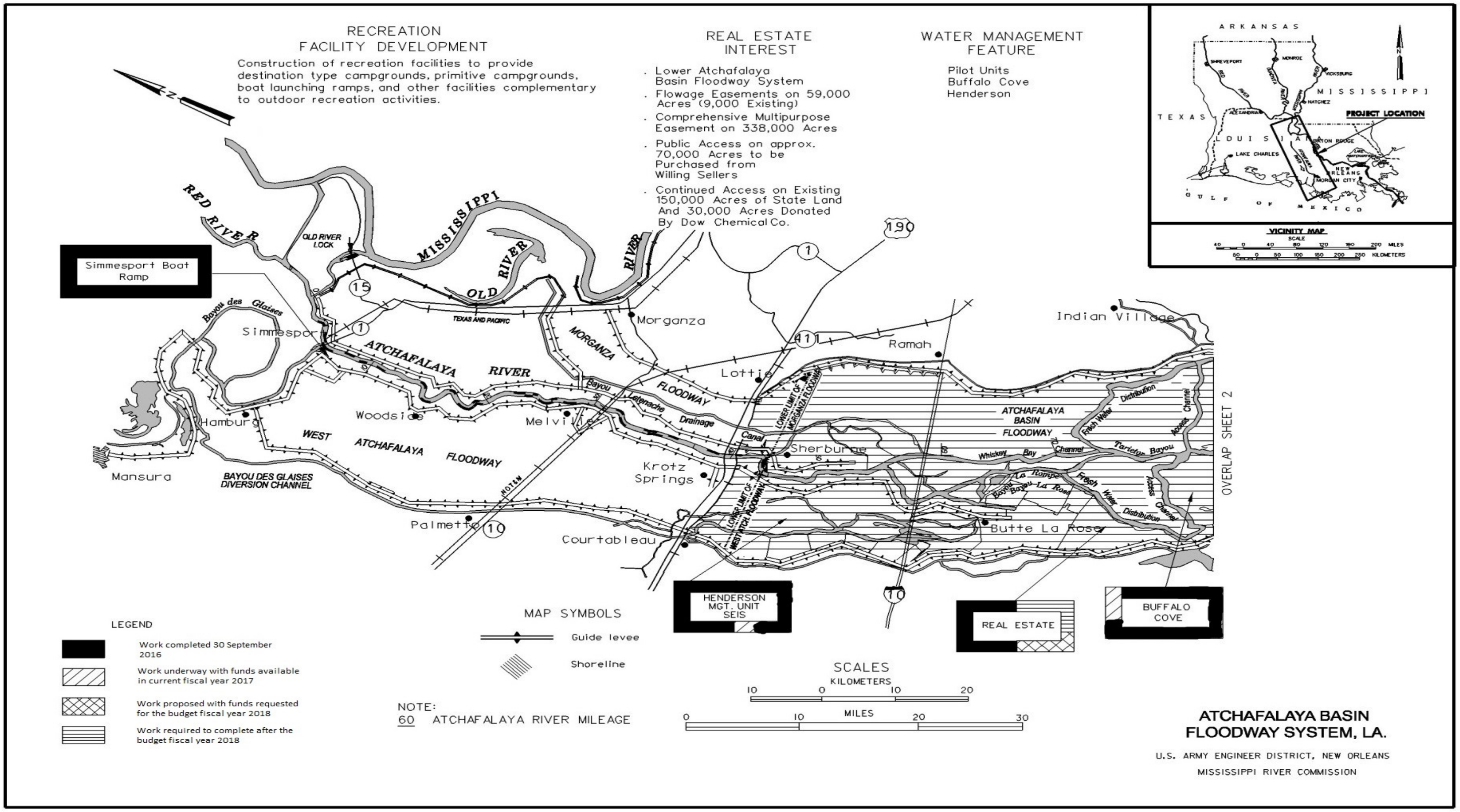

N
Little River Diversion
Cape Girardeau
Cache River
OHIO RIVER
Commerce
CAIRO
NEW MADRID FRONT, MO
REVET (890R)
WOLF ISLAND, MO
REVET (886R)
NEBRASKA POINT, MO
DIKE (890L)
NEW MADRID BEND, MO
REVET (886R)
New Madrid
Hickman
MO
AR
KY
TN
Tiptonville
Caruthersville
ABOVE LEE TOWHEAD, TN
REVET (861L)
MISSISSIPPI RIVER
St Francis River
White River
MEMPHIS
TN
MS
Helena
HORSESHOE, MS
REVET (848L)
Arkansas River
ILL
Cairo
MO
KY
ARK
White
St Francis River
MEMPHIS
Arkansas
Little Rock
MISS
VICINITY MAP
SCALE OF MILES
0 25 50 75 100
CHANNEL IMPROVEMENT
AR, IL, KY, LA, MS, MO AND TN
U. S. ARMY ENGINEER DISTRICT, MEMPHIS
MISSISSIPPI RIVER COMMISSION
WORK COMPLETED
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR


LEGEND
WORK COMPLETED IN 2020
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR 2021.
WORK PROPOSED WITH FUNDS AVAILABLE FOR THE BUDGET FISCAL YEAR 2022.
BATON ROUGE
ANGELINA REVETMENT
Lake Pontchartrain
NEW ORLEANS
PLAQUEMINE BEND REVETMENT
KENNER BEND REVETMENT
TROPICAL BEND REVETMENT
SAINT ALICE REVETMENT
ALGIERS POINT REVETMENT
LINWOOD REVETMENT
220
200
180
160
140
120
100
80
60
40
20
0
ARKANSAS
MISSISSIPPI
TEXAS
LOUISIANA
PROJECT LOCATION
SHREVEPORT
MONROE
VICKSBURG
ALEXANDRIA
NATCHEZ
LAKE CHARLES
BATON ROUGE
NEW ORLEANS
MORGAN CITY
GULF OF MEXICO
VICINITY MAP
SCALE OF MILES
MAP SYMBOLS
EXISTING LEVEE
REVETMENT
FORESHORE PROTECTION
330 MISSISSIPPI RIVER MILEAGE
SCALE IN MILES
10 5 0 10 20
SCALE IN KILOMETERS
10 5 0 10 20
CHANNEL IMPROVEMENT
AR, IL, KY, LA, MS, MO AND TN
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
MISSISSIPPI RIVER COMMISSION

SHEET 1 OF 1


MAP SYMBOLS
LEVEE ENLARGEMENT
DRAINAGE STRUCTURE
CHANNEL
LOCK
NOTE:
60 ATCHAFALAYA RIVER MILEAGE
ARKANSAS
MISSISSIPPI
TEXAS
PROJECT LOCATION
GULF OF MEXICO
VICINITY MAP
BORDELONVILLE FLOODGATE CLOSURE
Simmesport
Morganza
Lottie
Raman
Indian Village
Woodside
Melville
Krotz Springs
Sherburne
Mansura
Palmetto
Courtableau
Butte La Rose
OVERLAP SHEET 2
LEGEND
WORK COMPLETED
WORK UNDERWAY IN THE CURRENT FISCAL YEAR
WORK REQUIRED TO COMPLETE AFTER THE BUDGET FISCAL YEAR
SCALES
KILOMETERS
MILES
ATCHAFALAYA BASIN
U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS
MISSISSIPPI RIVER COMMISSION

SHEET 1 OF 2


RECREATION
FACILITY DEVELOPMENT
Construction of recreation facilities to provide destination type campgrounds, primitive campgrounds, boat launching ramps, and other facilities complementary to outdoor recreation activities.
REAL ESTATE
INTEREST
. Lower Atchafalaya Basin Floodway System
. Flowage Easements on 59,000 Acres (9,000 Existing)
. Comprehensive Multipurpose Easement on 338,000 Acres
. Public Access on approx. 70,000 Acres to be Purchased from Willing Sellers
. Continued Access on Existing 150,000 Acres of State Land And 30,000 Acres Donated By Dow Chemical Co.
WATER MANAGEMENT
FEATURE
Pilot Units
Buffalo Cove
Henderson
ARKANSAS
TEXAS
MISSISSIPPI
LOUISIANA
GULF OF MEXICO
PROJECT LOCATION
VICINITY MAP
Simmesport Boat Ramp
RED RIVER
MISSISSIPPI
OLD RIVER
OLD RIVER LOCK
ATCHAFALAYA RIVER
MORGANZA FLOODWAY
WEST ATCHAFALAYA FLOODWAY
ATCHAFALAYA BASIN FLOODWAY
BAYOU DES GLAISES DIVERSION CHANNEL
Simmesport
Morganza
Lottie
Ramah
Indian Village
Woodside
Melville
Hamburg
Mansura
Krotz Springs
Sherburne
Palmetto
Courtableau
Butte La Rose
Whiskey Bay Channel
OVERLAP SHEET 2
HENDERSON MGT. UNIT SEIS
REAL ESTATE
BUFFALO COVE
LEGEND
Work completed 30 September 2016
Work underway with funds available in current fiscal year 2017
Work proposed with funds requested for the budget fiscal year 2018
Work required to complete after the budget fiscal year 2018
MAP SYMBOLS
Guide levee
Shoreline
NOTE:
60 ATCHAFALAYA RIVER MILEAGE
SCALES
KILOMETERS
MILES
ATCHAFALAYA BASIN FLOODWAY SYSTEM, LA.
U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS
MISSISSIPPI RIVER COMMISSION

SHEET 1 OF 2

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INVESTIGATIONS ACTIVITIES

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APPROPRIATION TITLE: Mississippi River and Tributaries, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
1,700,000	0	500,000	600,000	300,000	300,000	0

PROJECT NAME: Lafitte Area Flood Risk Management, LA – Investigations – Flood and Storm Damage Reduction (Completion)

The study area includes the town of Laffite and adjacent coastal communities such as Crown Point, Jean Lafitte, and Barataria, located in lower Jefferson Parish in Southeast Louisiana. The study area is south-southwest of New Orleans and just east of Lake Salvador.

The study will investigate options for managing the flood risk throughout this low-lying coastal area. The area is subject to flooding from hurricane and tropical storm surge, rainfall, and riverine flooding. This area had disaster declarations for Hurricane Ida in 2021 as well as Hurricane Laura, Tropical Storm Cristobal, and Tropical Storms Laura and Marco in 2020. Hurricane Ida made landfall as a Category 4 hurricane and resulted in widespread devastation to this area. More than 70 people in Jean Lafitte and the surrounding areas were rescued following Hurricane Ida's storm surge and storm recovery from Ida is still ongoing.

The study will investigate the flood risk management problems and opportunities in the study area. The study will evaluate the potential sources of flooding and various levels of risk reduction, and the benefits and costs of the options to help the affected communities manage this flood risk.

The Department of the Army and the non-Federal sponsor, the Coastal Protection and Restoration Board of Louisiana, signed a Feasibility Cost Share Agreement on 17 August 2023. Fiscal Year 2025 funds, plus carry-in funds, are being used to continue the feasibility study. Fiscal Year 2026 funds, plus any carry-in funds, would be used to complete the feasibility study. The estimated cost of the feasibility phase is $3,200,000, which is to be shared 50 percent Federal and 50 percent non-Federal except for the Independent External Peer Review (IEPR), which is funded at 100 percent Federal expense and is anticipated to cost $200,000. A summary of the study cost-sharing is as follows:

Total Estimated Study Cost	$3,200,000
Feasibility Phase (Federal)	$1,700,000
Feasibility Phase (non-Federal)	$1,500,000

Study authority: United States House of Representatives 105th Congress, Resolution Docket 2554, dated May 6, 1998.

1/ Unobligated Carry-In Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $515,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $120,000.

APPROPRIATION TITLE: Mississippi River and Tributaries, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	1,295,000	1,295,000	0	0	0	0	0
Dam Safety Modification Study	4,192,000	0	331,000	2,861,000	1,000,000	0	0
Preconstruction Engineering and Design	57,000,000	0	0	0	6,000,000	4,000,000	47,000,000
Total	62,487,000	1,295,000	331,000	2,861,000	7,000,000	4,000,000	47,000,000

PROJECT NAME: Yazoo Basin, Arkabutla Lake, MS - Flood and Storm Damage Reduction (Continuing)

Arkabutla Dam is located near Arkabutla, Mississippi on the Yazoo River. The dam is a feature of the Yazoo Basin, Arkabutla Lake, MS project. Arkabutla Dam is a multipurpose dam, whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 1,951,100 acre-feet. The project was authorized by the Flood Control Act of 15 May 1928, as amended by the Acts of 15 June 1936 and 28 June 1938. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1943. Arkabutla Dam is currently rated as a Dam Safety Action Classification (DSAC) 1 dam.

Fiscal Year (FY) 2025 funds are being used to complete the dam safety modification study (DSMS) and initiate pre-construction engineering and design (PED) and FY 2026 funds would be used to continue PED. The Corps uses a DSMS to investigate dam safety deficiencies that could potentially result in loss of life, to formulate one or more alternatives that could reduce the risks to tolerable levels, and to recommend an appropriate solution. The decision to initiate such a study for Arkabutla Dam reflected a finding based on the available information gathered during the issue evaluation study that actionable failure modes are present that may pose an unacceptable risk to the public. The Corps conducted this study in accordance with Engineering Regulation 1110-2-1156, Safety of Dams – Policy and Procedures, dated March 31, 2014.

The Budget provides the funding in the Mississippi River and Tributaries account for PED to address the safety concern at this dam because the Congress funds the Yazoo Basin, Arkabutla Lake, MS project in that account. The Budget funds this PED in the investigations portion of the Mississippi River and Tributaries account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other Mississippi River and Tributaries feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the construction portion of the Mississippi River and Tributaries account.

The non-Federal cost for preconstruction engineering and design for a proposed dam safety action varies and is identified and calculated in the DSMS in accordance with either the Water Resources Development Act of 1986, as amended, or the Reclamation Safety of Dams Act (P.L. 98-404), as amended. In this case, PED is funded at 100 percent Federal expense.

The study and design of this proposed dam safety action are authorized under the project-specific authorizations for Arkabutla Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $21,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $250,000.

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OPERATION AND MAINTENANCE ACTIVITIES

KEY TO ABBREVIATIONS:
N = NAVIGATION
FRM = FLOOD RISK MANAGEMENT
RC = RECREATION
H = HYDROPOWER
EN = ENVIRONMENT
WS = WATER SUPPLY

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STATE	DIVISION	PROGRAM NAME	BUDGETED AMOUNT FOR FY 2026	BUSINESS PROGRAM 1/	BUDGETED AMOUNT FOR FY 2026 BY BUSINESS LINE	DESCRIPTION OF WORK AND JUSTIFICATION FOR FY 2026
AR	MVD	CHANNEL IMPROVEMENT, DREDGING, AR, IL, KY, LA, MS, MO & TN	12,734,000	NIH	12,734,000	Funds will be used for commonly performed O&M work including dredging.
AR	MVD	CHANNEL IMPROVEMENT, REVETMENTS, AR, IL, KY, LA, MS, MO & TN	74,295,000	FDRR	74,295,000	Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including Planning, Engineering and Design; revetment maintenance and repairs and articulated concrete mat placement; repairs include Reid Bedford revetment RM 429.3R; Walnut Bend revetment RM 680R; Helena revetment RM 662R; Poydras revetment RM 80.5L and Vacherie revetment RM 148.8R.
AR	MVD	LOWER ARKANSAS RIVER, NORTH BANK, AR	371,000	FDRR	371,000	Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including an emergency action plan.
AR	MVD	LOWER ARKANSAS RIVER, SOUTH BANK, AR	131,000	FDRR	131,000	Funds will be used for commonly performed O&M work.
AR	MVD	MISSISSIPPI RIVER LEVEES, AR, IL, KY, LA, MS, MO & TN	8,406,000	FDRR	8,406,000	Funds will be used for commonly performed O&M work including levee monitoring; repairs; operation and maintenance of water control data systems; emergency action plans; and operation of Jesse Brent Lower Mississippi River Museum.
AR	MVD	RED - OUACHITA RIVER BASIN LEVEES, AR & LA	397,000	FDRR	397,000	Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including an emergency action plan.
AR	MVD	ST. FRANCIS BASIN, AR & MO	9,567,000	FDRR	9,567,000	Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including operate and maintain W.G. Huxtable pumping plant.
AR	MVD	TENSAS BASIN, BOEUF AND TENSAS RIVERS, AR & LA	2,266,000	FDRR	2,266,000	Funds will be used for commonly performed O&M work.
AR	MVD	WHITE RIVER BACKWATER, AR	1,982,000	FDRR	1,982,000	Funds will be used for commonly performed O&M work.
LA	MVD	ATCHAFALAYA BASIN, FLOODWAY SYSTEM, LA	1,628,000	ENS	612,000	Funds will be used for commonly performed O&M work.
				FDRR	284,000	Funds will be used for commonly performed O&M work.
				REC	732,000	Funds will be used for commonly performed O&M work.
LA	MVD	ATCHAFALAYA BASIN, LA	19,519,000	FDRR	3,742,000	Funds will be used for commonly performed O&M work.
				NIH	15,777,000	Funds will be used for commonly performed O&M work including dredging.
LA	MVD	BONNET CARRE, LA	3,688,000	ENS	279,000	Funds will be used for commonly performed O&M work.
				FDRR	3,064,000	Funds will be used for commonly performed O&M work.
				REC	345,000	Funds will be used for commonly performed O&M work.
LA	MVD	LOWER RED RIVER, SOUTH BANK LEVEES, LA	545,000	FDRR	545,000	Funds will be used for commonly performed O&M work.
LA	MVD	MISSISSIPPI DELTA REGION, LA	1,994,000	FDRR	1,994,000	Funds will be used for commonly performed O&M work.
LA	MVD	OLD RIVER, LA	14,661,000	ENS	171,000	Funds will be used for commonly performed O&M work.
				FDRR	10,731,000	Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including low sill structure dewatering.
				NIL	3,670,000	Funds will be used for commonly performed O&M work.
				REC	89,000	Funds will be used for commonly performed O&M work.
LA	MVD	TENSAS BASIN, RED RIVER BACKWATER, LA	2,889,000	FDRR	2,889,000	Funds are being used for commonly performed O&M work.
MO	MVD	WAPPAPELLO LAKE, MO	5,344,000	ENS	689,000	Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including measures to reduce racoon populations.
				FDRR	2,724,000	Funds will be used for commonly performed O&M work.
				REC	1,931,000	Funds will be used for commonly performed O&M work.

STATE	DIVISION	PROGRAM NAME	BUDGETED AMOUNT FOR FY 2026	BUSINESS PROGRAM 1/	BUDGETED AMOUNT FOR FY 2026 BY BUSINESS LINE	DESCRIPTION OF WORK AND JUSTIFICATION FOR FY 2026
MS	MVD	YAZOO BASIN, ARKABUTLA LAKE, MS	6,035,000	ENS	716,000	Funds will be used for commonly performed O&M work.
				FDRR	3,663,000	Funds will be used for commonly performed O&M work.
				REC	1,656,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, BIG SUNFLOWER RIVER, MS	273,000	FDRR	273,000	Funds will be used for commonly performed O&M work.
				WTR	100,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, ENID LAKE, MS	5,618,000	ENS	658,000	Funds will be used for commonly performed O&M work.
				FDRR	2,970,000	Funds will be used for commonly performed O&M work.
				REC	1,990,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, GREENWOOD, MS	1,376,000	FDRR	1,376,000	Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including emergency action plans.
MS	MVD	YAZOO BASIN, GRENADA LAKE, MS	5,734,000	ENS	639,000	Funds will be used for commonly performed O&M work.
				FDRR	3,290,000	Funds will be used for commonly performed O&M work.
				REC	1,805,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, MAIN STEM, MS	919,000	FDRR	919,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, SARDIS LAKE, MS	6,824,000	ENS	789,000	Funds will be used for commonly performed O&M work.
				FDRR	3,702,000	Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance of toe ditch relief wells and drains.
				REC	2,333,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, TRIBUTARIES, MS	539,000	FDRR	539,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, WILL M. WHITTINGTON AUXILIARY CHANNEL, MS	434,000	FDRR	434,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, YAZOO BACKWATER AREA, MS	621,000	FDRR	621,000	Funds will be used for commonly performed O&M work.
MS	MVD	YAZOO BASIN, YAZOO CITY, MS	598,000	FDRR	598,000	Funds will be used for commonly performed O&M work.
Grand Total			**189,388,000**			

1/ KEY	BUSINESS PROGRAM NAME
AER	AQUATIC ECOSYSTEM RESTORATION
ENS	ENVIRONMENTAL STEWARDSHIP
FDRC	FLOOD DAMAGE REDUCTION COASTAL
FDRR	FLOOD DAMAGE REDUCTION RIVERINE
HYD	HYDROPOWER
NIH	INLAND WATERWAYS HIGH USE
NIL	INLAND WATERWAYS LOW USE
REC	RECREATION
RI	REMAINING ITEM
WTR	WATER SUPPLY