



ORVA NEWS

Ouachita River Valley Association

"Dedicated to Quality of Life in the Ouachita Valley"

FALL 2021

MISSION:

ORVA is non-profit organization engaged in the development of projects that have been proven to be economically and environmentally justified that enhance the welfare of the people in the Ouachita River Basin in Arkansas and Louisiana.

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Navigation: Johnny Martin

Finance: Johnny Martin/Barry Joffrion

Nominating Committee: Judge Mike Loftin/Johnny Martin

Executive Director: David Weeks,
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FALL 2021

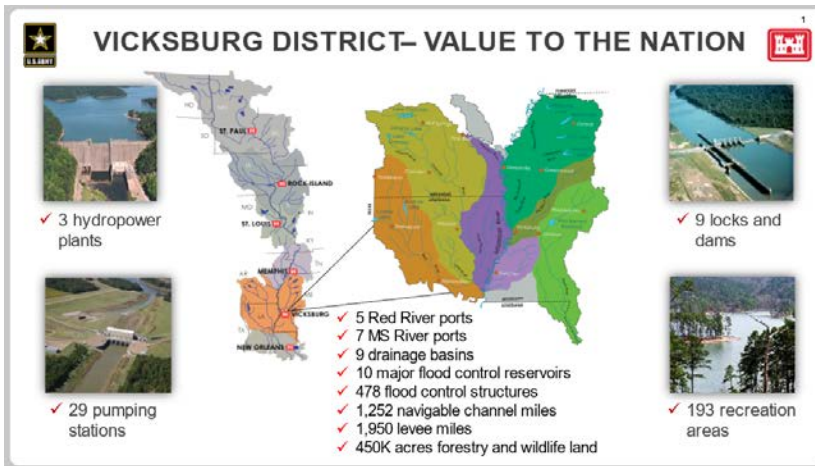
The battle with COVID continues! Although it appears (at times) we are winning this fight, it surges again, affecting friends and family alike. Hopefully, this battle will soon be over and things will be back to normal – not an “old” normal, but a “new” normal. What that will be is still up for discussion.

In this Fall 2021 issue, we discuss dredging, funding, the Water Resources Development Act of (WRDA) 2020, tonnage, levels of service, the August Statement to the Mississippi River Commission, project updates, and several other articles we believe will be of interest to our members and stakeholders.

We're proud to feature comments from Arkansas Senator John Boozman and Arkansas Congressman Bruce Westerman – both great supporters of ORVA and highly instrumental in adding water supply as a feature of the Ouachita-Black Rivers Navigation Project. We have comments from Col. Robert Hilliard, Commander and District Engineer, Vicksburg District, US Army Corps of Engineers, Mayor Staci Mitchell of West Monroe, and Mayor Friday Ellis of Monroe. We're proud to feature a new addition to the Newsletter titled “Souls of the River” which feature key and impactful people who work on the river. In this issue we recognize Clay Manly of Columbia, Louisiana. We have an article featuring Terral River Service, one of the river's primary users, and an article featuring Ouachita Green's Water Sweep 2021. We trust this newsletter will provide you with meaningful and entertaining information.

Although we were unable to conduct our annual conference, we look forward to a time when we can visit old friends and colleagues, share ideas, and network. We have all been affected by this national crisis and we've been impacted by the challenges it has brought – going on now for more than 18 months. We all look forward to, are hopeful for, and pray for a better year ahead. Stay safe and God bless!

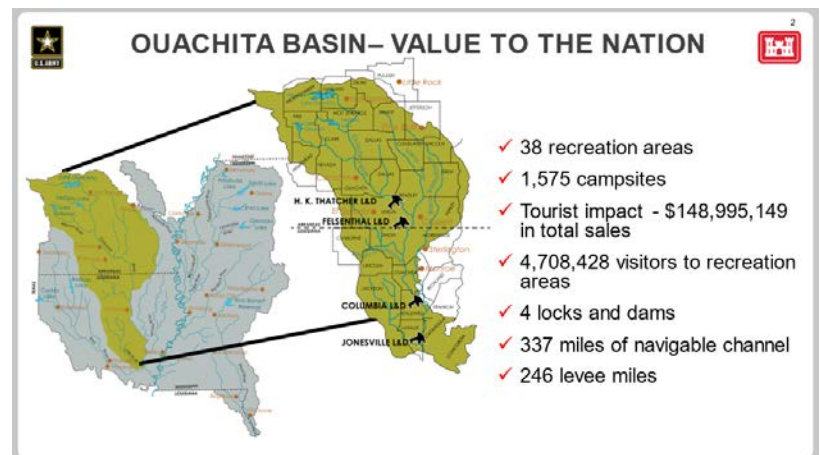
Although the Ouachita River Valley Association (ORVA) was unable to execute its annual conference, Colonel Robert Hilliard, Commander, Vicksburg District and District Engineer, US Army Corps of Engineers, allowed the Association to present a few slides in our ORVA Fall Newsletter from his conference brief. With his approval, we have taken the liberty to add our



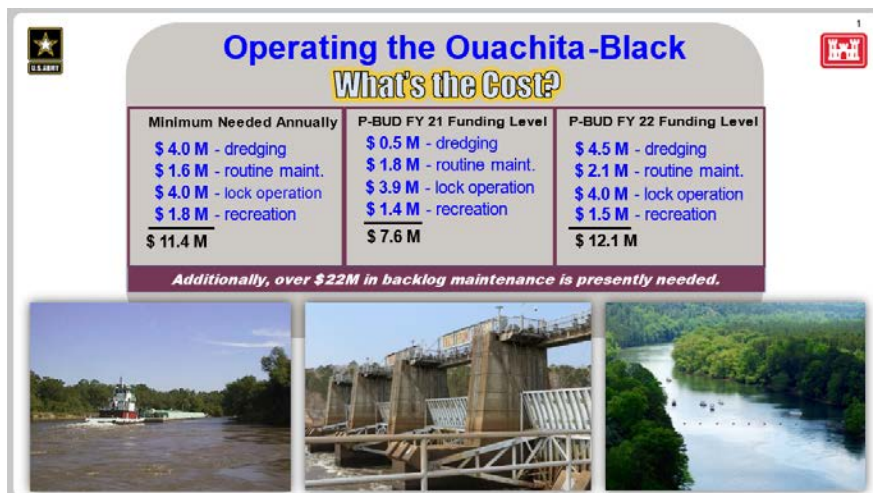
narrative to this brief. As you can see, the Vicksburg District encompasses a significant area of responsibility. The Vicksburg District is considered by many to be the “premier” District within the Corps of Engineers 45 Districts. Likewise, the Mississippi Valley Division (one of ten, to include two provisional divisions), which is the Vicksburg District’s parent organization, is considered to be the premier Division within the

Corps of Engineers.

The Ouachita River Basin is also extremely important to the economy of the communities within Southern Arkansas and Northeast Louisiana. Considering the fact that many economists view the Basin as a depressed economic area, the tourist impact in total sales is quite staggering. In fact, the data presented in this slide alone is quite staggering.



The chart below presents the Corps’ view of minimum needs for the Ouachita-Black Rivers Navigation Project, FY 2021 funding levels, and FY 2022 funding levels. The Association has



maintained a minimum annual need of \$10.7M for Operation and Maintenance with \$3.3M solely for dredging. We were excited to see \$12.1M allocated to the Project for FY 2022. Of this amount, \$4.5M for dredging operations. We will discuss dredging later in this newsletter. As noted on this slide, funding levels do not address over \$22M needed for backlog maintenance.

The Corps added the Dredge Dubuque to its arsenal in FY 2021. As noted on this slide, the dredge was obtained for emergency operations. Although smaller in size and capability, that purpose was met when the Dubuque executed dredging operations due to low water at the Columbia Lock and Dam this past summer. From that mission it proceeded to Jonesville where it continued to make a difference on the Ouachita.

THE DREDGE DUBUQUE

Purpose:

- ✓ Obtained to be an emergency dredge for smaller projects

Current Status:

- ✓ Utilizing recent hire and crew from M/V Fred Lee
- ✓ Continuing to hire crew
- ✓ Maintenance/repairs completed as needed
- ✓ Completed dredging operations at the Lower Approach to Columbia Lock; Mobilizing to the Lower Approach to Jonesville Lock.

Future Status:

- ✓ Planning dry-dock for off season maintenance

COLUMBIA AND JONESVILLE

Columbia Lock & Dam

- ✓ Operations altered to minimize risk
- ✓ Continued monitoring of repaired areas
- ✓ Project is stable & operating effectively
- ✓ Pumps are being altered for efficiency
- ✓ Anticipate award for contract for relief well late October

Jonesville Lock & Dam

POM Package funded for FY22

Package provides funding for:

- ✓ Dredging on chamber floor
- ✓ Dive inspection of the floor
- ✓ Drilling along the lock wall
- ✓ Automated piezometer reading stations

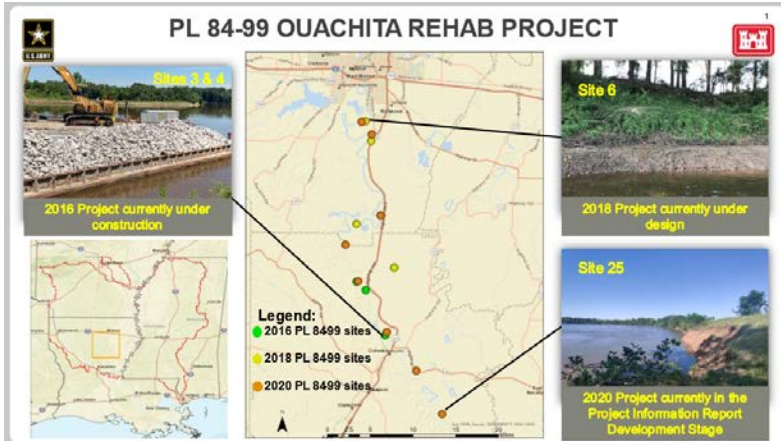
Columbia and Jonesville are the Project's two Louisiana lock and dams. You may recall that Columbia suffered a major failure in 2018 which extended into 2019. As you can see, the District places a great priority on operations at Columbia and Jonesville. In fact, a Priority of Maintenance (POM) was funded in FY 2022 for the items listed. The southernmost locks are where the majority of shipping occurs.

An important project for the people of Monroe, Louisiana is the Bank Stabilization and Rehabilitation Project, known locally as the Monroe Floodwall Project. Suffice it to say: this project is critical to flood damage reduction on the Ouachita River. Note the spalling and cracking of the floodwall in the photo. It was determined that the bank must be stabilized with rock before fixing the floodwall. See the discussion of this project later in the newsletter.

BANK STABILIZATION FOR MONROE FLOODWALL

- ✓ Fully funded – \$33.1M supplemental funding obligated
- ✓ A Stone – 520,017 tons of 626,538 tons already placed
- ✓ C Stone – 101,013 tons to be placed
- ✓ Rock placement resumed 15 July 2021
- ✓ Current contract approximately 83% complete

Flood damage reduction is of paramount importance to ORVA and one of its major concerns. Although not a part of the navigation project, the Ouachita River levee system is closely associated with navigation, especially south of Monroe, Louisiana, as it provides flood damage reduction. Restoring the lower 63 miles of the east bank of the Ouachita River levee to the Mississippi River and Tributaries (MR&T) Project certainly falls near the top of the list of ORVA concerns. Recent language in the WRDA 2020 is interpreted as requiring a feasibility analysis prior to the inclusion of the relevant levee section into the MR&T. Certainly, adding the 63 miles to the MR&T will be a plus for the Ouachita-Black Rivers. ORVA's goal all along has been to restore, or reinstate, the lower 63



miles of the east bank of the Ouachita from Monroe south to where the majority of erosion and damage occurs.

Closely related is ORVA’s concern for bank stabilization. The Vicksburg District has expended tremendous energy and resources in addressing this issue through the PL 84-99 Project. This program, under Public Law 84-99, provides reimbursement for specific damages to levees that

result from high-water events in multiple years. To date, several sites on the Ouachita River have been repaired, several obligated, several under review, and still more submitted for the program; some 26 sites in Caldwell and Ouachita Parishes, Louisiana.

We thank Col. Hilliard and members of his team for their hard work and dedication to the maintenance and operation of the Ouachita-Black Rivers Navigation Project. We are proud of our relationship and continue to grow and nurture this valuable partnership.



Colonel Robert A. Hilliard assumed the duties of Commander and District Engineer, Vicksburg District, Vicksburg, Mississippi, June 26, 2019. In his previous assignment, he served as the Deputy Commander for the Mississippi Valley Division.

A native of Georgia, Hilliard graduated from Auburn University in Alabama, where he received his commission in the U.S. Army Corps of Engineers in 1996. Colonel Hilliard has served in a myriad of assignments within the United States and overseas. He served two tours supporting operations in the Balkans, two tours in Iraq supporting Operation Iraqi Freedom and two tours in Afghanistan supporting Operation Enduring Freedom. He has a bachelor’s degree in civil engineering from Auburn University, a master’s degree in engineering management from the University of Missouri-Science and Technology (Rolla) and a master’s degree in civil engineering from Montana State University (Bozeman). He is a registered professional engineer in the state of Missouri. Colonel Hilliard’s military education includes the U.S. Army Command and General Staff College and the U.S. Army War College.

The Ouachita River is named for the Ouachita tribe, one of several historic tribes who lived along it. Others included the Caddo, Osage Nation, Tensa, Chickasaw, and Choctaw. Washita is an Indian word meaning “good hunting grounds” and “sparkling silver water”. Before the rise of the historic tribes, their indigenous ancestors lived along the river for thousands of years.

A Message from Staci Albritton Mitchell, Mayor, City of West Monroe, LA



The City of West Monroe is located on the west side of the Ouachita River overlooking the City of Monroe. The Twin Cities share this beautiful river in our respective communities. Not only does the Ouachita add to the scenic beauty of our area, but the economic impact it generates is tremendous. The Ouachita River has and always will be an economic driver for this region. Aside from shipping, industrial, municipal or agriculture use, tourism and wastewater treatment, the Ouachita River adds to the

quality of life for everyone in Ouachita Parish. The Twin Cities would not be as successful as we are without the impact of the Ouachita River.

Conservation of this natural asset is important. The City of West Monroe has the only Wastewater Reuse Facility in North America. This facility cleans the wastewater from the city and many parts of west Ouachita Parish into potable water and sends it directly to Graphic Packaging. Not only does this facility lessen the draw on the Sparta Aquifer that serves 18 parishes and some southern states, but it also means that West Monroe does not discharge into the Ouachita River.

The tourism aspect of the river is something many people don't realize. Many major fishing associations hold all levels of tournaments on the Ouachita and stay in the Twin Cities. BASS, Major-League Fishing, Crappie USA, and Crappie Masters have tournaments on our part of the Ouachita. Drag boat races were held in the Twin Cities this summer, and the River Rat Paddle Challenge is held in October each year, bringing over 300 people to our community.

West Monroe completed a downtown masterplan in 2020, and one of the priorities identified by the public was downtown access to the Ouachita River. The City has purchased property with river access downtown and has future plans for a recreational marina with courtesy boat slips, kayak and canoe area, boardwalk type seating, amphitheater and floating stage, and a building that can be leased for commercial activity. We are excited about this addition to downtown and the opportunities it brings for increased commerce, tourism, enjoyment and overall quality of life for all of residents and visitors. Many of us grew up boating, water skiing, tubing, fishing and just hanging out on the river. It's a part of who we are. I encourage all to get out, enjoy the river's natural beauty and promote one of our greatest assets here in West Monroe.

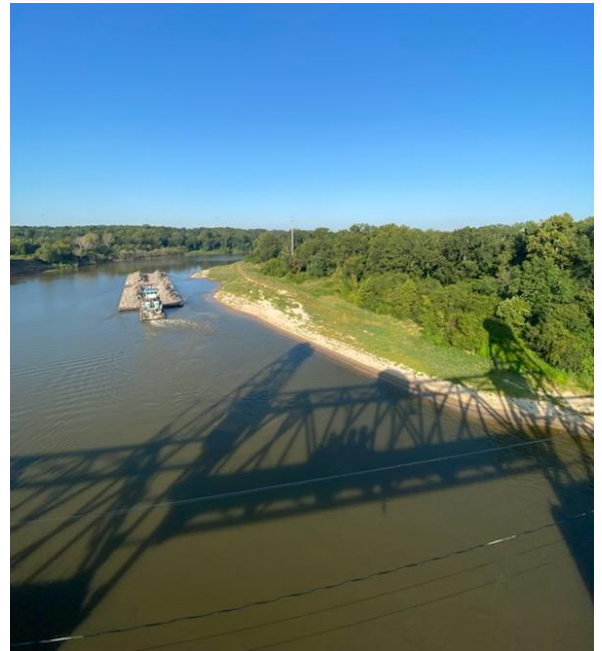


2021 Dredging

We knew late last year that the dredging outlook for FY 2021 looked pretty bleak in terms of funding. Maj. Gen. Holland (President, Mississippi River Commission) noted in her November 10, 2020 response to ORVA that the Ouachita-Black Rivers Navigation Project would receive only \$500,000 in the FY 2021 budget. With mobilization (start-up) costs 2-3 times the amount budgeted for dredging, no significant operations would occur without pooling resources from across the District's workspace. With that, we might see some dredging operations, but only so far as the Jonesville Lock and Dam. We also learned that no funds were appropriated for backlog maintenance or any Priority of Maintenance (POM) items for FY 2021.

Picture taken from the RR Bridge, courtesy of Clay Manly

We reported in the Fall 2020 Newsletter that the Vicksburg District had the potential to receive an older dredge for emergency operations. That potential came to fruition and the Dredge Dubuque, one of the older "cutter head" dredges was obtained and saw service earlier this year on the Ouachita. On August 12, 2021, the Dredge DuBuque left Lock 5 on the Red River enroute to Columbia Lock and Dam. It was reported that, "the Ouachita River is really getting really shallow around Columbia lock and a couple other spots, but particularly there on the south end of the lock. We will have to reduce drafts again soon from the surveys our boats are getting if dredging can't get up there." Dredging operations began at Columbia on August 15 and at one point, shipping was halted during daylight hours to allow the dredge to work in the channel. With dredging complete at Columbia, the Dubuque proceeded to Jonesville and began operations there on 28 September. Dredging operations by the Dubuque, although time consuming due to its small cutter-head, were critical, especially considering the low water levels of the river. At one time the water level at Jonesville was 8.91 feet.



Jonesville Lock and Dam; photo courtesy of Jeff Coleman

On 1 October, the Vicksburg District announced that the Dredge Allison Crosby was mobilizing to the Project with dredging to begin at Blue Cane on the Black River, River Mile 17.2. From there, the Allison Crosby will proceed to Jonesville and complete operations there with the larger dredge.

A Message from Friday Ellis, Mayor, City of Monroe, Louisiana

The City of Monroe appreciates the Ouachita River Valley Association (ORVA) who support economic development projects throughout the Ouachita River basin. With the combined efforts of their group, the City of Monroe, and Ouachita Parish, it is an exciting time for our area.

When I took office, one of my goals was to bring life back to the Ouachita River. I am happy to say we are currently undertaking several projects that will do just that. Economic development is essential to the success of our city and opportunities for growth don't stop at the banks of the Ouachita. We are continuously looking for opportunities to promote our port, increase tonnage, and improve our navigable waterways.



We're excited about our marina design that will give visitors access to downtown from the Ouachita River and that will elevate their experience in the City of Monroe. We will add boat slips that service both recreational and commercial vessels. We are also in talks with local business owners to increase retail opportunities on the waterfront.

We are in the process of updating the Forsythe Boat Ramp. We host several fishing and boating tournaments throughout the year and are making changes based on the feedback from participants and community members who regularly use the launch. The upgrades include drainage and parking infrastructure improvements that will allow easier access to the water.

I also want to take this opportunity to thank the many individuals and organizations, like Ouachita Green, who work to keep our area waterways clean. I want to encourage residents to do their part to help keep our river clean and a place our families can enjoy for many years to come.



Picture taken of the Lake Providence Harbor on 10 September 2021 by one of the local aerial flyers in East Carroll Parish, Louisiana. Barry Boyette snapped this photo from the cockpit of his crop-duster. Note the grain barges stacked up in the harbor. The folks from the Vicksburg District were able to dredge the harbor, but not before water levels on the river rendered the entrance nearly impassible. Many of the area farmers commented that you could wade across "one of the humps" at the entrance to the harbor.

North Louisiana is experiencing a record harvest for 2021 with commodity prices at all-time highs; something not seen in several years. With plenty of sunshine and good weather, the harvest will be better than anticipated.

Commercial Tonnage

You may recall from the Spring 2021 Issue of the ORVA News that tonnage exceeded the one million metric ton mark for 2020. We believe this was due in large part to the Ouachita River Bank Stabilization & Levee Rehabilitation Project (known locally as the Monroe Floodwall Project) which comprised several hundred thousand tons of rock shipped for the project. This “mark” is also used to determine whether the Ouachita-Black is a “low use” or “mid-use” waterway. As we will see later, we believe this tonnage level is significant to the added resources forecast for the Project for FY 2022.

Reflected again are the tonnage numbers (reflected in thousands of tons from the Jonesville Lock and Dam, “upbound” and “downbound”) for calendar year 2020.

Jonesville 1/1/2020 – 12/31/2020			
Commodity	Upbound	Downbound	Total YTD
Gasoline Incl Aviation (Except Jet)	184.4	3.0	187.4
Residual Fuel Oil	163.0	3.0	166.0
Fertilizers	19.2		19.2
Limestone	561.0		561.0
Sand and Gravel	19.2		19.2
Agricultural (Soybeans/Corn)		208.0	208.0
Machinery/Bulkheads (Not Electric)	12.0	10.985	22.985
Other	.584	.024	.608
Total	959.384	225.009	1,184.393

Representatives from the Vicksburg District’s Monroe office believe tonnage levels (thanks in part to the tonnage from the Monroe Floodwall Project) will meet or exceed the one-million-ton mark for calendar year 2021. With agricultural shipping for the fall harvest and a possible surge in fuel shipments, tonnage levels will indeed be close.

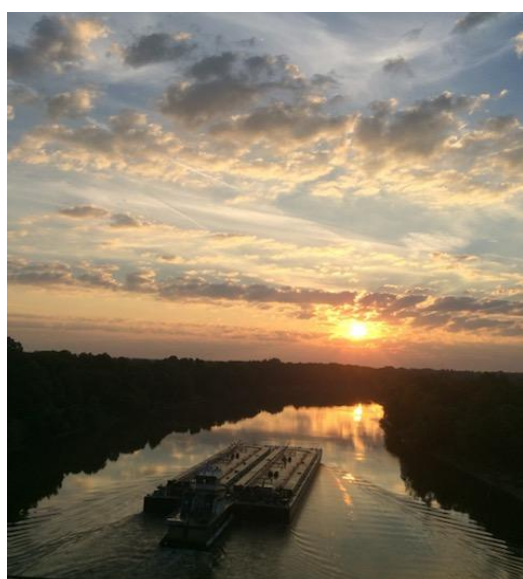
Tonnage data reflected in thousands of tons from the Jonesville Lock and Dam for the period January 1, 2021 through August 31, 2021:

Jonesville 1/1/2021 – 8/31/2021			
Commodity	Upbound	Downbound	Total YTD
Gasoline Incl Aviation (Except Jet)	134.6		134.6
Residual Fuel Oil	121.0		121.0
Fertilizers	9.6		9.6
Limestone	431.6		431.6
Sand and Gravel	9.6		9.6
Agricultural (Soybeans/Corn)		126.432	126.432
Machinery/Bulkheads (Not Electric)	9.95	9.80	19.750
Other	.572	.004	.576
Total	716.922	136.236	853.158

As the Spring 2021 newsletter was going to print, high water levels on the Ouachita (which were at ~30 feet) were causing delays to the movement of rock to the Monroe Floodwall Project. At that time, project completion stood at 79%. It was noted that river levels must reach 25 feet with a preferred moderate level of fall.

And the river did fall – but not at a moderate level – but quite rapidly! Levels were enough to suspend the movement of rock this past summer due to low water levels. (We will discuss the Monroe Floodwall Project later in this publication.) When we look at tonnage, several variables are always at play. As we have seen this year, Mother Nature certainly has the last word in what happens. The economic impacts of the coronavirus and its recent fourth surge are certainly a factor.

2020 Water Resources Development Act (WRDA 2020)



The Association takes the opportunity to thank the members of our Congressional delegation in Arkansas and Louisiana for their tremendous work in support of this very important piece of legislation. The Water Resources Development Act of 2020 (WRDA 2020) was signed into law on December 27, 2020 by President Trump. We were naturally excited about **the passage of the language adding water supply as a feature of the Ouachita-Black Rivers Navigation Project**. This was an important victory for the people of the Ouachita River Basin!

Photo Courtesy of Clay Manly

The Association believes adding the lower 63 miles of the east bank of the Ouachita River levee system (“at and below Monroe, Louisiana to Caldwell Parish, Louisiana”) to the Mississippi River and Tributaries (MR&T) Project is also critical. Recent language in the WRDA 2020 is interpreted as requiring a feasibility analysis prior to the inclusion of the relevant levee section into the MR&T. Our local Corps partners, we’ve learned, are currently waiting on implementation guidance from Corps Headquarters in Washington. Certainly, adding the 63 miles to the MR&T, will be a plus for the Ouachita-Black. Mr. Weeks, in his recent testimony before the Mississippi River Commission, requested their support and it is discussed at every opportunity with decision-makers. The Association will also continue to address this topic with our Congressional delegation who fully support this important add.

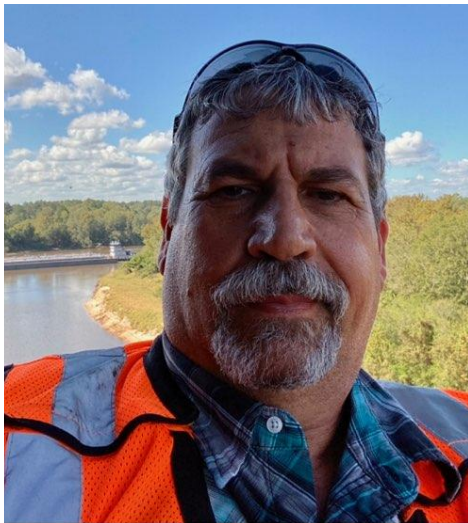
ORVA Congressional Visits

One of the primary objectives of the Association is to maintain collaborative relationships with our elected officials. ORVA representatives meet with Congressional members from Arkansas and Louisiana, and key representatives from the U.S. Army Corps of Engineers typically twice a year in the spring and early fall. However, issues with COVID have prevented recent visits.

While we were not able to visit our delegations in person during Fall 2020, Spring 2021, and Fall 2021, key leaders from the Association were able to express our needs, requests, and concerns via a “Zoom” exchange with these delegations. We believe it is absolutely necessary (and very productive) for the Association to maintain close working relationships with our congressional members and their staffs.

We might add that “Water Supply” was added as a feature of the Ouachita-Black Rivers Navigation Project thanks to the hard work and diligent efforts of our congressional leadership. This add was an important victory for the people of the Ouachita River Basin!

Souls of the River



In an exciting new addition to the Newsletter, ORVA is pleased to begin a series of articles entitled “*Souls of the River*” which feature key and impactful people associated with the Ouachita.

The Association is proud to recognize Clay Manly in this newsletter article. Clay lives in Caldwell Parish, Louisiana and is a graduate of Caldwell High School. Clay lives on the Ouachita and is the fourth generation to live on the same 62 acres owned by his Great Grandfather. His two children are the fifth.

Clay works for Union Pacific and maintains the single-track railroad bridge over the Ouachita River at Columbia which runs from Monroe to Alexandria. His “official” title is Bridge Maintainer/Tender. He has responsibilities for inspecting and maintaining this critical structure which was built in 1944. Although Clay is on duty 24 hours a day, seven days a week, he enjoys his work. In his words, he is “blessed to have this job because it’s in his back yard.” Clay remarked that living and growing up on the river has been one of the greatest enjoyments of his life. He said he has been fascinated with trains and boats all his life so this is a perfect fit and the best of both worlds. Clay initially worked on the Red River but returned to the home place. He’s been working on the Ouachita now for 17 years.



Bridge operations come at all hours of the day and night. He typically gets an hour notice to operate the structure but at times river vessels sometimes forget to notify him. When that happens, he has as little as 15 minutes to get to the bridge. Although trains pass on the average of 10-12 times daily, barge traffic has the right-of-way over rail traffic.



Clay has seen many different things on the Ouachita in the past 17 years. From sailboats to a pirogue with an old man and his grandson to a steamboat some years ago. He said once the steamboat approached the bridge, the boat had to let its stacks down to pass underneath. It barely made it under the bridge. Traffic has picked up on the river and the majority of river traffic nowadays comprises rock and fuel.

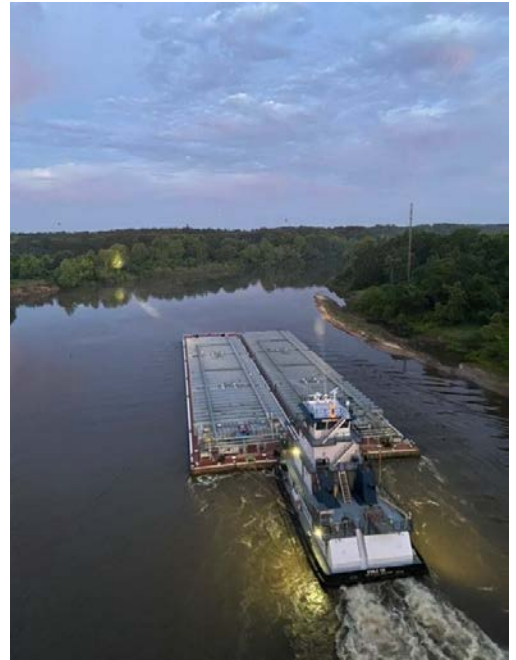
According to Clay, it seemed at one time, flood events occurred every six or seven years, but it has become more common in recent years; almost a yearly

occurrence now.

Clay said he has met a lot of people over the years and although he has never personally met some of the vessel Captains, after many years in the position, he has come to know them.

Photos in this article courtesy of Clay Manly

Clay's love for photography came at an early age when his neighbor once took pictures of the river for calendars and other publications. Many of Clay's pictures are featured in ORVA's newsletters.



Clay Manly is the genuine article. His work is critical to rail and river traffic and commerce. When you meet him, you will instantly recognize him as a salt-of-the-earth individual who loves the river and the outdoors.

Funds Status

The Association has estimated for the past several years (with no inflationary factor) the minimum annual requirement for the Ouachita-Black Rivers Project to be \$10.7M in Operations and Maintenance as noted below:

- \$3.3M for Dredging
- \$1.6M routine Maintenance of the waterway
- \$4M for lock operations
- \$1.8M for recreation

Considering FY 2021 funding was a total of \$7.625M for the Project, the funding picture is the best it has been for the last several years. The data below reflects FY 2022 funding in \$millions.

Ouachita-Black Rivers Navigation Project	Operations	Maintenance	Total
Ouachita and Black Rivers, AR and LA	\$ 5.363	6.702	\$ 12.065

The Association believes the increase in the Project’s funding picture is a result of three important factors:

- ✓ The waterway reaching the milestone of 1 million metric tons of shipping
- ✓ The impact and “clout” of its congressional delegations from Arkansas and Louisiana, and
- ✓ The support of the Mississippi Valley Division and Vicksburg District, U.S. Army Corps of Engineers and the Mississippi River Commission

The table below represents the President’s Budget for FY 2022 with totals for FY 2021 for comparison.

President’s Budget for Fiscal Year 2022
For the Army Corps of Engineers Civil Works Program

FY 2022
(in \$ Millions)

Category	Operations	Maintenance	Total	FY 21
Blakely Mountain Dam and Lake Ouachita, AR	6.099	1.361	7.468	8.285
DeGray Lake, AR	4.098	2.489	6.587	6.605
Narrows Dam/Lake Greeson, AR	3.879	1.812	5.691	5.861
Total of the 3 Corps Lakes	14.076	5.662	19.738	20.741
Ouachita and Black Rivers, AR & LA	5.363	6.702	12.065	7.625

Full funding allows for improved maintenance and increased river capacity/usage.

Although the Ouachita-Black Rivers Navigation Project received a substantial increase in funding in FY 2022 over FY 2021 levels, it still faces a lack of funding for backlog maintenance which the Corps estimates at \$22M.

Of concern is the reduction in funding for Blakely Mountain Dam and Lake Ouachita. This ~ 10% reduction in funding is not wholly alarming considering the Corps' Civil Works Program will experience a 13% reduction in funding from FY 2021 to FY 2022. Backlog maintenance for the three Corps lakes continues to grow. Much like interest on borrowing, backlog maintenance continues to accrue.

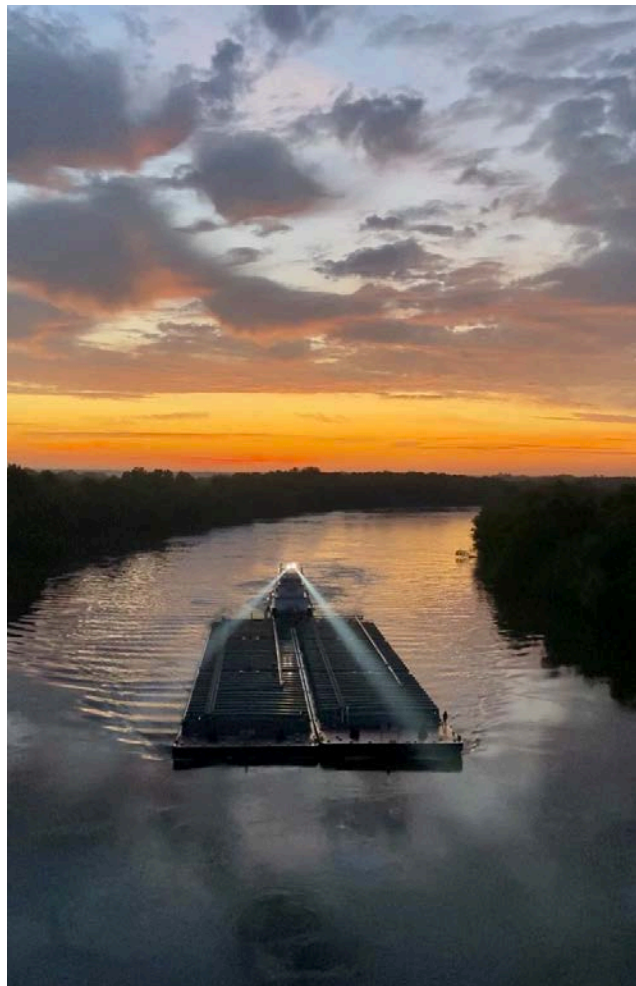


Photo courtesy of Clay Manly.

When it comes to funding, the Corps reminds us of several key factors: “1) the relatively low navigation usage of the system doesn’t allow the system to compete well with other higher use systems, 2) the very low, near zero usage of the upper two locks limit the potential funding more, and 3) navigation users need a navigable system that is reliable and meets the authorized dimensions of the Project.”

The highest priority for the Ouachita-Black Rivers Navigation Project is “to maintain the Locks and Dams, pools, and authorized channels as intended (from a navigation perspective.) Their biggest concern of the Project is the “limited funding to address all the Projects’ needs.”

2022 Dredging

Funding for dredging during FY 2022 looks very promising. Although the Corps' Civil Works Program will take a 13% reduction in funding from the FY 2021 program, the Project fared very well. In previous years, dredging dollars have always been an issue and, for the most part, underfunded.

The current fiscal year began with a meager \$500,000 budgeted for dredging operations. We know that with operations at Columbia and Jonesville Lock and Dam (with both the Dredge Dubuque and the Dredge Allison Crosby), funding amounts have far exceeded that initial amount, especially considering start-up costs are projected to cost between \$1.2M-\$1.8M. The Association has always conservatively estimated a \$3.3M need for dredging activity and the Corps this year recommended a \$4M annual need. Fiscal Year 22 budget amounts reflect a whopping \$4.5M for dredging. Plans (and contracts) are already working for dredging operations to begin in the first quarter of FY 2022

The Mississippi Valley Division is responsible for water resources engineering solutions in a 370,000-square-mile area, extending from Canada to the Gulf of Mexico and encompassing portions of 12 states. Work is carried out by district offices located in St. Paul, Minnesota; Rock Island, Illinois; St. Louis, Missouri; Memphis, Tennessee; Vicksburg, Mississippi; and New Orleans, Louisiana.

Terral River Service Continues to add to their Growing Fleet

In the past several months, Terral River Service, Inc. (TRS) has added several new motor vessels. NewSouth Marine Construction, Inc, delivered the *Motor Vessel (MV) John C. Terral* to TRS in the spring of this year. The 140-foot vessel, named after one of the company's founders, has twin 2,125 hp Caterpillar 3516C main engines and modern technological Reintjes reduction gears. The vessel features a state-of-the-art retractable pilothouse and a Bergen ship monitoring system, which records fuel, oil and water levels throughout the day and issues a report to shoreside support twice a day. Mr. Johnny Martin, COO of TRS had nothing but praise for the *MV John C. Terral*, noting that all of the company's expectations had been met. The *MV John C. Terral* currently operates on the lower Mississippi River.



The state-of-the-art Motor Vessel John C. Terral. Photo courtesy of Terral River Service

Terral River Service, Inc. is looking forward to placing into service the *MV Travis Terral* which is also an advanced vessel being built by NewSouth Marine. The vessel is named for the youngest son of John Terral who is on the TRS Board of Directors. The *MV Travis Terral* is powered by a pair of 2,300 hp General Electric engines. It contains many of the ultramodern features of the *MV John C. Terral*.

This past summer, TRS purchased three vessels to be added to its fleet. Two of the vessels are 2,000 hp boats which are being repainted in company colors and renamed. The twin

vessels are 72 feet long, built by Eymard Marine construction and Repair in 2013 and 2014. The *MV Bailey B* and the *MV Neil Martin*, will be named after TRS CEO Tom Gattle's granddaughter and the company's Vice-President of Services, respectively.

The third boat obtained in the purchase is the *MV Houston Foret*. This vessel, which sports 1,000 hp propulsion, will operate in the Houston, Texas area. The company intends to expand its operations into areas along the Gulf Coast.

Congressman Bruce Westerman

United States Representative for Arkansas' 4th Congressional District

Arkansas is fortunate to have an abundance of water, but there is no secret that America struggles to provide a sufficient water supply throughout the country. In Western states such as California, Colorado, and Nevada, the worsening water supply indicates a growing problem many of these states face along with the devastating wildfires.

Water scarcity not only is an environmental issue but also causes challenges for the transportation of goods and services. Crude petroleum, diesel fuel, wheat, and corn are just a few commodities delivered along the Ouachita River Valley waterway. Communities surrounding the Ouachita River understand firsthand how water deficiency has a direct impact on the region's economies. I am dedicated to promoting initiatives in Congress that better our communities, especially those in the Ouachita River Valley.

In the 116th Congress, I was proud to lead negotiations on the Water Resources Development Act (WRDA) while serving as the Water Resources and Environmental Subcommittee Ranking Member, which passed Congress with bipartisan support and was signed by President Trump in 2020. Water infrastructure should not be a partisan issue. Red or blue, right or left, Republican or Democrat – Americans with differing political ideologies rely on infrastructure the same.

The WRDA authorized 34 United States Corps of Engineers projects across the country, including three waterways that pass-through Arkansas' Fourth District: the McClellan-Kerr Arkansas River Navigation System; the Ouachita and Black Rivers Navigation System; and the Sulphur River. WRDA helps fund projects in Arkansas, spurring economic development through job creation and competition while also preventing further environmental degradation.

As Ranking Member of the House Natural Resources Committee providing ample water supply and improving water infrastructure is a top concern. I look forward to working with ORVA in our effort to increase water supply and improve water infrastructure for all Americans.



Update - Ouachita River Bank Stabilization & Levee Rehabilitation Project

The Corps awarded the contract to Luhr Brothers, Inc. for bank stabilization in late August 2018 and began work in January 2020 – delayed due to the emergency closure of the Columbia Lock. The Project, officially titled the Ouachita River Bank Stabilization & Levee Rehabilitation Project, Miles 161 & 167, is referred to locally as the Monroe Floodwall Project. No doubt, many residents are now aware of the project; certainly, those along the river where this project is located.

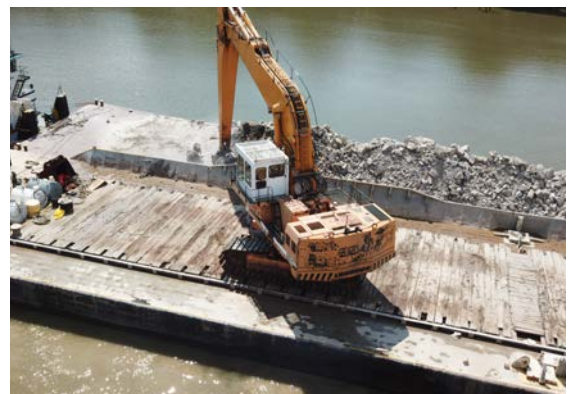
Drone photos courtesy Jason McMillan of the Tensas Basin Levee District.



The revised \$33.1M contract, administered by the Vidalia Area Office, US Army Corps of Engineers, calls for an estimated 727,551 tons of stone to be placed; 626,538 tons of “A” stone and 101,013 of “C” stone. The purpose of the project is to stabilize portions of the Ouachita River embankment to prevent bank erosion and caving. The project is funded under the auspices of the Mississippi River and Tributaries (MR&T) Project. USACE has major maintenance responsibility on the MR&T Project levees and structures. Maintenance of project channels, major maintenance of structures, and major maintenance of the project levees are federal responsibilities while minor maintenance of the levees and structures are non-

federal sponsor responsibilities.

As of October 1, 2021, the contract was 89% complete. Luhr Brothers, Inc. battled project delays due to high water for most of the spring, waiting for river levels to reach 25’ and then after a very short construction period, battled delays due to low water. In addition to the varying water levels, the Corps has been dredging at Jonesville which has resulted in a



restriction on day-time transport. The good news is that plenty of contract period remains – until May 30, 2022. The Vicksburg District anticipates beating that schedule, possibly by the end of the calendar year.



Drone photos courtesy of Jason McMillan of the Tensas Basin Levee District.

The Fight Over Water

Yes, you read that right! Not a fight over surface water, but groundwater. The Supreme Court of the United States started its Fall term Monday, October 4, 2021 by hearing oral arguments in *Mississippi v. Tennessee*, an interstate dispute over water-use rights, and the first time that states have asked the court to weigh-in on how they should share an interstate aquifer.

The case between the two states involves groundwater coming from the Memphis Sand Aquifer, which lies on the border between Mississippi and Tennessee. Mississippi sued, arguing that Tennessee should not have allowed the Memphis Light, Gas & Water Division to pump groundwater across the border for use in Memphis, and asks for an award of over \$600M in damages. Mississippi argues that Tennessee’s “knowing, intentional, and forcible pumping of groundwater” violates Mississippi’s sovereignty and constitutes a wrongful taking of the state’s “most valuable natural resource.” Because the dispute is between states themselves, the Supreme Court has original jurisdiction over the dispute.



The primary legal issue at hand is whether the Court will apply equitable apportionment to the groundwater dispute. (The Court has already made it clear that the equitable apportionment doctrine is not limited to surface water.) Tennessee’s position is that groundwater is an interstate resource to be shared. Mississippi argues that fairness principles of equitable apportionment should not be applied because it is a property dispute which goes to the heart of state sovereignty. If the Court rules against Mississippi’s position, the task of equitably apportioning groundwater among multiple states could present a troublesome challenge, particularly with deep and extensive aquifers. The decision could fundamentally restructure interstate groundwater law in the United States for decades.



Partnering to Preserve and Protect Drinking Water

Our nation's water supply is facing significant challenges. You're likely familiar with the photos of decreasing water levels at Lake Mead in Nevada. To conserve water, farmers along the Colorado River in California will be paid millions not to plant their fields this year. In other areas of the country wildfires are threatening water supplies and increased erosion has the potential to fill reservoirs and dams. We need solutions to these urgent problems to ensure that abundant access to water remains for drinking, transporting goods and services, and growing nutritious sources of food.

The problems are not only getting worse, but they are accelerating and illustrate why we must stay one step ahead in order to combat negative outcomes for our water supply.

For its part, the Ouachita River Valley Association (ORVA) continues to build a stronger economy for both Southern Arkansas and Northern Louisiana by improving navigation and strengthening levee systems along the Ouachita River. I've been proud to help advance that goal and support the vision of ORVA to add water supply as a project purpose.



Like ORVA members, I understand the value of expanding the mission of the Ouachita-Black River System to ensure the U.S. Army Corps of Engineers considers water supply benefits when making project management decisions. While not part of its stated task, the system was already being used in this manner.

I fought to ensure the Corps acknowledges that when making decisions impacting the system by introducing language included in the most recent Water Resources Development Act. Congress approved the bill and the president signed it into law last year.

This change means we will be in a better position to preserve and protect drinking water which is critical to meeting our everyday needs.

As a member of the Senate Environment and Public Works Committee, I've advocated for improvements to our aging drinking and wastewater systems in addition to highlighting the economic development these projects encourage.

I look forward to further supporting the needs of ORVA in the Senate and to meeting with members again soon. We've all had to make changes, but my team and I have remained working side-by-side to enhance life and opportunity in the Ouachita River basin.

Statement presented to the Mississippi River Commission



Due to the recent surge in COVID-19 cases and hospitalizations across the region, the Mississippi River Commission (MRC) canceled its annual low water inspection trip and public hearings on board the MV Mississippi for August 23-27, 2021. The Association was scheduled to present its' in-person testimony to the MRC August 27 but was unable to do so. ORVA did provide public testimony via written statement as presented below in its entirety.

Photo courtesy of Clay Manly

“General Holland and Members of the Mississippi River Commission:

Thank you for this opportunity to address the major needs and concerns of the Ouachita River Valley Association (ORVA).

At its inception in 1893, the sole purpose of the non-profit Association was to obtain a year-round commercial navigation system on the Ouachita River in Arkansas and Louisiana. Today, while the major focus of ORVA is on operation, maintenance, and completion of the Ouachita-Black Rivers Navigation Project (the Project) and associated infrastructure, the Association also supports economic development projects throughout the Basin.

The mission of our Association is to promote the development of water and land resources projects that are engineered and economically feasible, environmentally sustainable, and publicly acceptable that enhance the general welfare of the people in the Ouachita River Basin in Arkansas, Louisiana, and the Nation. Our major interests include water supply (commercial, industrial, and agricultural), recreation and conservation, waste water discharge, flood damage reduction, and of course, navigation. Our interests are all interconnected as we consider the Ouachita as a system of systems.

The U.S. Army Corps of Engineers Civil Works Budget for Fiscal Year 2022 (FY 22) depicts budget levels in operation and maintenance of \$5.363M and \$6.702M, respectively for the Project; a total of \$12.065M. In previous years, funding declined or remained at a standstill. In FY 21 for example, funding was 25% below the Association's estimated \$10.7M minimal annual requirement. Naturally, ORVA was very excited to see these budgeted Project levels in

the FY 22 budget especially with tonnage on the Project surpassing the 1 million mark this past calendar year. The Association greatly appreciates the Commission's steadfast support in ensuring full capability for dredging, maintenance and lock operations for the Project. Full funding allows for improved maintenance and increased river capacity/usage.

The Association also greatly supports the Commission's position on recreation and conservation with the Corps' funding of recreational areas along the Ouachita-Black Rivers and its tributaries. The Corps lakes of Ouachita, DeGray, and Greeson, are a huge component of the recreation product and an integral part of the Hot Springs community and economic system, contributing more than 53,357 land acres, 61,110 water acres, and 1,031 shoreline miles. The FY 22 budget provides a total of \$19.738M for operation and maintenance for the three Corps lakes, a reduction of ~ 5% over FY 21 levels. To fully support the necessary backlog maintenance of these Corps lakes, additional resources are needed to meet the estimated \$46M need.



Photo courtesy of Clay Manly.

To put this in perspective, the lakes provide more than 89 recreation areas, 573 picnic sites, 2,139 camping sites, 35 playgrounds, 39 swimming areas, 41 trails with 154 total trail miles for walkers, hikers, and joggers, 6 fishing docks and piers, 60 boat ramps, and 4,961 marina slips. Economic data is equally impressive. That data (FY 19), using a multiplier effect, resulted in visitor spending of more than \$109M which produced 1,636 jobs, almost \$40M in labor income, and \$58M in value added (wages and salaries, payroll benefits, profits, rents, and indirect business taxes). As you can see, the Corps' investment generates a tremendous cost benefit ratio.

Congress passed the Water Resources Development Act (WRDA) of 2020 which was signed into law by President Trump on December 27, 2020. As you know, the Act modifies the Ouachita-Black Rivers Project for Navigation to include water supply as an authorized purpose. This has been a top priority for the Association and an increasingly important component of the river. Modification to include water supply as an authorized purpose of the Project is a victory for those communities within the Basin.

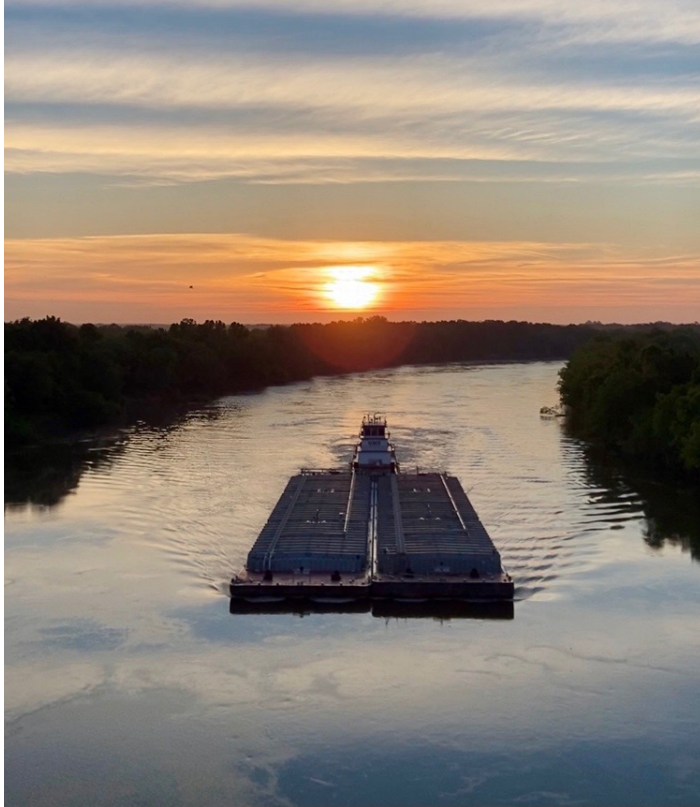
The passage of WRDA 2020 also authorizes the Corps of Engineers to review and report on the inclusion of a portion of the Ouachita River Levee into the Mississippi River & Tributaries (MR&T) Project. This language authorizes the Corps to review a project proposal and issue a report to Congress on whether the lower 63 miles of the Ouachita River Levee System at and below Monroe, Louisiana, to Caldwell Parish, Louisiana should be included in the MR&T

Project. From a historical perspective, WRDA 2007 included language restoring 43 miles of the upper east bank, 1.9 miles of floodwall in Monroe, Louisiana, and 7.2 miles of levee on the west bank of the Ouachita River Levees Project as part of the MR&T Project. It did not, however, reinstate the lower 63 miles of the east bank from Monroe south to the end of the east bank system. The 63 miles did previously fall within the umbrella of the MR&T Project. Several historical and official documents, in fact, do exist that reference that portion of the river as part of the MR&T Project. The goal of the Association is to restore, or reinstate, the lower 63 miles where the majority of erosion and damage occurs.

The Association greatly appreciates the Corps' efforts to repair and stabilize the Ouachita riverbank through the PL 84-99 program; some 26 total sites in Ouachita and Caldwell Parishes. We are highly pleased with these ongoing and planned repairs through this program. The Association believes the inclusion of the lower 63 miles is paramount to the sustained protection of the levee system as it provides funding through the MR&T Project rather than the emergency funding provided through the PL 84-99 program. Restoration of the lower 63 miles is an ORVA top priority, if not its highest priority. The inclusion of this part of the river not only provides the assurance of a necessary funding stream, but negates the reliance on emergency funds and alleviates the ambiguities of responsibility for that segment of the Project in the future.



The Association also believes future WRDA language should be added to modify the Project to add bank stabilization as a Project feature. Flood damage reduction is of paramount importance to ORVA. The Ouachita River levee system not only sustains navigation but provides flood damage reduction, especially south of Monroe, Louisiana. We are greatly concerned with bank caving and other erosion problems on the Ouachita and Black Rivers in multiple areas.



We believe construction of a new Lake DeGray Field Office and Interpretive Visitor Center is another project area in which the Corps can make a difference. This project is also a priority for the Association. Backlogged for more than 10 years, the Lake DeGray Field Office is the last remaining facility to be replaced at the Vicksburg District's Arkansas Lake Projects. The construction project, a conservatively estimated cost at between \$4.8-\$5M, is not only important to area visitors and the economic health of the community, but necessary for the safety and health of Corps employees.

Photo courtesy of Clay Manly.

True to our mission statement, the Association is greatly concerned with and fully supports the economic development within the basin. Numerous studies and analysis have demonstrated the economic

impact the river and associated infrastructure adds to the economy and well-being of the community. The Project is more important than ever to the welfare and economic success of the communities and people living within the Basin. We are proud to partner with other public and private organizations to further this success.

In summary, ORVA's major concerns are:

- Increase funding for dredging and backlog maintenance, to include the three Corps lakes
- Restoring the lower 63 miles of the Ouachita River east bank levee to the MR&T Project
- Modifying the Project to add bank stabilization as a Project feature
- Construction of a new Lake DeGray Field Office and Interpretive Visitor Center
- Economic development within the Basin

The Association greatly appreciates the opportunity to present this statement to the members of the Mississippi River Commission. We thank the Vicksburg District, U.S. Army Corps of Engineers for their superb professional and working relationship with the Association. ORVA is proud to be considered a valued partner on the Project and look forward to a continuance of this great relationship as we work together to further the development of water and land resources projects within the Ouachita River Basin.

Please contact me at david.weeks.ORVA@Outlook.com or 318-366-3834 (Mobile) if I can be of assistance or answer any questions. Again, thank you for the opportunity to submit a statement on behalf of the members of the Association.

Ouachita Green Water Sweep 2021



Volunteers were in full force Saturday, September 18, 2021 for clean-up operations on the Ouachita River.

The scenic river was made even more beautiful at multiple locations with the help of more than 200 volunteers. Participating also in this year's event were the Mayors of the Twin Cities, Monroe and West Monroe Mayors Friday Ellis and Staci Mitchell.



Thank you, Ouachita Green, for your organizing this event and for helping make this beautification project so successful!



Water Sweep 21 on September 18, 2021 in full swing.... or rather, full sweep!

ORVA 55th Annual Conference

We thought we had seen the last, or at least the decline in the virus then a fourth surge – the “Delta” variant – appeared on the scene.

Meeting facilities at the West Monroe Convention Center were contracted for and ready, the caterer prepared and ready with delicious entrees and break items, hotel arrangements in place with attractive pricing for our guests, and a host of speakers were on tap to provide meaningful and knowledgeable information to our members and stakeholders. Members of the West Monroe West Ouachita Chamber of Commerce were assisting with online and in-person registration and other critical areas of need. Substantial opportunities for networking and the exchange of ideas were built into the program. We were ready to go....and then it happened!

Just as we cannot control how mother nature affects our environment (one need only look at this past hurricane season), we had no control over this latest surge of the virus. While this is not the place to get into the politics of what some are calling the “jab”, the Directors believed the best course of action was to cancel the planned August 12-13 Conference and relook the event at some point when conditions look more favorable. With planning times what they are, this may still be a gamble for the Spring of 2022 or August 2022 as some have suggested. Regardless, there were some lessons learned that we will implement for the next conference. Please stay tuned for conference developments.

Conference Raffle Winners

The ORVA 55th Annual Conference was cancelled but the raffle drawing was held as planned.

Ms. Selah Storm of West Monroe, Louisiana was the winner of the Grand Prize drawing – the Mountain Harbor Resort 2-Night Vacation Getaway. This prize consisted of a weekend cottage or condominium with day’s use of a party barge. The Mountain Harbor resort and spa is located on beautiful Lake Ouachita.

Mr. Bret Burns of Columbia, Louisiana was the winner of the Stoeger Model 3000 12 Gauge Automatic shotgun. This shotgun was decked out in True Timber DRT camouflage and shoots both 2 ¾ and 3-inch shotshells.

The third prize winner was Ms. Kim King of Lake Providence, Louisiana. She won the Sun dolphin Aruba 8ss 8 ft. kayak.

Special thanks to Mr. Bill Barnes and the Mountain Harbor Resort for the donation of the vacation getaway, Denmon Engineering for the donation of the Stoeger shotgun, and Academy Sports and Outdoors for the donation of the kayak. The Association also wants to thank those members and stakeholders who chose to donate the cost of their sponsorships and attendance fees rather than seek a refund.

ORVA Membership Opportunities

The Ouachita River Valley Association remains focused on the retention and recruitment of its membership. The strength of ORVA is its membership...and those numbers speak volumes. Competition for Federal funding is very competitive in today's environment. It is imperative that the strength of our collective voices be heard. To that end, our congressional representatives understand that we speak for our members. They understand our concerns, our needs and requests, and value our partnership.

Vessel and Cargo passing beneath the Railroad Bridge at Columbia. Photo courtesy of Clay Manly



Our congressional delegations were highly instrumental in the success of adding water supply as a feature of the Project. Needless to say, I believe without their help, we would not be able to declare victory with this important add.

There are many reasons for joining the Ouachita River Valley Association:

- the Association has a tremendous heritage and a record of accomplishments since its organization in 1893.
- the Association is recognized by Congress, Federal, and State Agencies as the lead organization that promotes and supports the development of water and land resources projects throughout the Ouachita River Basin.
- the Association is recognized by the U.S. Army Corps of Engineers and considered by their premier District in Vicksburg as the “best partner in the Valley.” ORVA maintains a highly productive and professional relationship with the Commander and staff of the Vicksburg District.
- the opportunity to participate in annual inspection trips on the Ouachita-Black and Mississippi Rivers with the U.S. Army Corps of Engineers (when funds are available) and see firsthand how valuable our water and land resources are.
- stay informed on the water and land resources development in the Ouachita River Valley through receipt of newsletters, media releases, and the ORVA website. Board members meet quarterly.
- Associate, network, and socialize with good “down-to-earth” common sense folks who want to ensure the economy, environment, and quality of life for residents of the Ouachita River Basin are improving on a continuous basis.

Current membership consists of members in the following categories: individual, small business, corporate, civic/professional, public entity, and primary users with dues ranging from \$50 for an individual membership to \$2,500 for primary users. We strongly believe every elected local, state, and federal official, business owner, civic-minded professional, and anyone interested in the economic development of the Basin should be a member of the Association.



Two of the more than 200 volunteers from the Ouachita Green Water Sweep 21.

The Ouachita River at Monroe.

The Association's representative like to show these two pictures when opportunities are presented. In most every instance, the viewing audience is astonished! The old adage, "a picture is worth a thousand words" certainly applies to these two pictures.



These pictures depict the Ouachita River at Monroe, Louisiana today and an artist's rendition of what the Ouachita River in this area would look like if it were not for the Corps' four Locks and Dams. The placement of the locks and dams and the on-going maintenance of the waterway are naturally a substantial investment for the Ouachita-Black Rivers Navigation Project. As can be expected, these pictures also generate several questions. It is a "wow" factor that cannot be unseen.



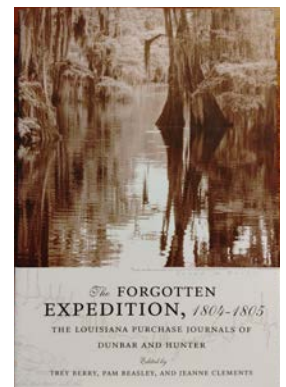
Relationships are extremely important to any successful partnership. ORVA is very proud of its association with the Vicksburg District, U.S. Army Corps of Engineers and proud to be considered a valued partner with them, with its congressional delegations, and with other great organizations that work to further the development of water and land resources projects which greatly support the people and communities of the Ouachita River Basin.



Water Sweep 21. Making a difference!

The Forgotten Expedition, 1804-1805, The Louisiana Purchase Journals of Dunbar and Hunter, edited by Trey Berry, Pam Beasley, and Jean Clements

A thrilling book published by the Louisiana State University Press, this masterful work parallels the journey – "the Grand Expedition" - through the southern regions of the Louisiana Purchase by William Dunbar and George Hunter. This book details their journey through northern Louisiana and southern Arkansas, travelling the Ouachita River and exploring the natural curiosity called "the hot springs." An excellent read, it is the Lewis and Clark expedition of the Ouachita River Basin.



Level of Service

With tonnage levels above 1 million metric tons for calendar year 2020 and the same expected for calendar year 2021, the Association had hoped to see an in-depth discussion of lock operations at its annual conference. Needless to say, we did not get to have that discussion with the cancellation of the conference. In addition, “hope” is never a viable course of action. It does, we believe, warrant a discussion of the operation of the locks at Felsenthal and H.K. Thatcher where lock operations have been reduced to 10 hours per day and no weekend service.

Several variables no doubt support this decision which went into effect November 15, 2015. Namely, the usage, or the amount of shipping primarily above the state line. And although tonnage has met the mark for 2020 and will most likely meet it in 2021, those tonnage numbers apply to the southern region of the waterway where shipping occurs. We are “hopeful” that shipping will return to the upper portions of the river and are fully committed to seeing that happen. However, until we see that occur, it is doubtful we will see 24-hour operations resumed at the upper two locks.



Pictures of Monroe and West Monroe dated from February 1932 of the great Ouachita River flood.

The great flood of 1932 overshadowed the catastrophe of the 1927 flood, especially when the country was in the midst of depression. Times were hard and with the river rising more than a foot and a half higher than in 1927, they were getting harder. This time, the high water event occurred in deep winter rather than spring. It was “Finagle’s Law” at the extreme, which states “anything that can go wrong, will, at the worst possible moment.” For the people living within the Twin Cities, this was certainly the case.



Note the sandbags. There were some levees on the Ouachita River and elsewhere but not in Monroe and West Monroe. Sandbags were the only defense against the rising waters. Hard lessons were learned and the present levee system was not put into place until after the 1932 flood. Bank stabilization, a major concern of ORVA, is a critical component of the levee system.

These pictures from pictures at the Tensas Basin Levee District Main office, Monroe, Louisiana.



Located in the heart of the Ouachita Mountains and just ten miles west of Hot Springs, Arkansas is beautiful Lake Ouachita. This scenic lake was built by the U.S. Army Corps of Engineers between 1946 and 1954 as part of a flood control, hydropower, and navigation project. Its authorized purposes also now include recreation, water supply, and fish and wildlife management.

The Corps of Engineers maintains over 1,100 campsites and 20 boat ramps on Lake Ouachita. Boating, fishing, scuba diving and island camping are especially popular with area visitors and nature enthusiasts.

The land surrounding Lake Ouachita is part of the Ouachita National Forest, which encompasses 1.8 million acres in central Arkansas and southeastern Oklahoma.

Approximately 4 million people visit Lake Ouachita each year. With 40,000 acres of water and 20,000 acres of public land, Lake Ouachita offers an abundance of recreational opportunities.



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Invite a friend to become an ORVA member.