



**US Army Corps
of Engineers
New Orleans District**

Project Fact Sheet

Morganza to the Gulf of Mexico, Louisiana

WRDA 2007, WRRDA 2014

Mississippi River and Tributaries, Construction (FRM)

Location: The proposed work is in Terrebonne and Lafourche parishes, located in coastal Louisiana approximately 60 miles southwest of New Orleans. The updated plan described in the 2013 Final Post Authorization Change (PAC) Report and the 2021 Engineering Documentation Report (EDR) is bounded by US Hwy 90 near the town of Gibson to the west and LA Hwy 1 near Lockport to the east.

Description: The Morganza to the Gulf of Mexico, Louisiana (MTG) project is a hurricane and storm damage risk reduction project that is part of the Mississippi River and Tributaries (MR&T). 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. A major project feature is a lock complex on the Houma Navigation Canal (HNC) consisting of a lock and an adjacent sector gate.

MTG was authorized for construction in WRDA 2007 based on the 2002 and 2003 Chief of Engineers reports, which were written prior to development and implementation of post-Katrina design criteria. Incorporating post-Katrina design criteria drove the costs more than 20% higher than the cost authorized in WRDA 2007, thereby exceeding the Section 902 Limit triggering the need for reauthorization. As a result, a PAC Report was completed, and a Chief of Engineers' Report was signed on 8 July 2013 to seek re-authorization of the project. The project was reauthorized in Water Resources Reform and Development Act (WRRDA) 2014 to provide a 100-year level of risk reduction. Since re-authorization, the project team has applied adaptive criteria design and incorporated the work that has been completed on the alignment that updated the cost to \$6.5B (\$10.2B fully funded through the life of the project) as documented in the EDR approved on 15 December 2021. A Project Partnership Agreement (PPA) was signed on 28 December 2021 utilizing innovative cost sharing and project delivery limiting the federal cost to \$2.5B (\$4.9B fully funded). The project received \$12M in Fiscal Year (FY) 2021 New Start Construction funds for the Humble Canal Floodgate Preload Contract that was awarded September 2022 and completed September 2023. The project also received \$378M under the Bipartisan Infrastructure Law along with \$19M in FY 22 Community Funds \$31M in FY 23 Community Funds. The non-federal sponsors (NFSs) have invested over \$1.1B of in construction on the alignment including the HNC Lock Complex.

Importance: The project would reduce the risk of flooding due to storm surge to more than 52,000 structures and over 200,000 people in an area of intense concentration of energy infrastructure near the confluence of two nationally significant navigation corridors in the Mississippi River and the Gulf Intercostal

Water Way (GIWW). Deterioration of coastal marshes as a result of saltwater intrusion, land subsidence, and the lack of interchanges from the MR&T system have steadily increased vulnerability to storm surge inundation over time.

Risk: Residences and businesses in the area have suffered significant damages from several recent hurricane and tropical storm events, including Hurricanes Juan, Andrew, Rita, Ike, and Ida. The communities are realizing benefits in more recent storms, but the community remains at risk until construction is complete.



Current Status: Design is underway for levees Reach A, Reach F, Reach J-2, Reach K, Reach L and the Lockport to Larose Reach. In addition, design for structures including Shell Canal, Minors Canal, GIWW West, Humble Canal, GIWW East, Bayou Terrebonne and Bayou Bleu Floodgates are under design. The first contract for Levee Reach A, which is a current unconstructed gap in the system, was awarded in July 2024. The design and environmental consultation was expedited using "cutting-edge" policy to proceed with tiering an Environmental Assessment (EA) on this critical feature from the 2013 Programmatic Environmental Impact Statement (EIS). A Supplemental EIS is under development and is required before construction can initiate on any project feature (with the exception of Reaches A and F, which will also be addressed in an EA since it was evaluated as a constructable feature in the 2013 Programmatic EIS). The Supplemental EIS is scheduled to complete in 2026. Construction of Phase II of the HNC Lock Complex has initiated and is being constructed by the non-Federal sponsors for potential credit for in-kind work.

Project Sponsor/Customer: Louisiana Coastal Protection and Restoration Authority Board (CPRAB), Terrebonne Levee and Conservation District (TLCD).

Congressional Interest: Senate: Cassidy, Kennedy (LA), House: Scalise (LA-1), Graves (LA-6)

