

APPENDIX B

**FACILITATOR-RECORDED COMMENTS FROM
SMALL GROUP SESSIONS**

Navigation Study Workshop Public Comments - July/August 1999 - Small Group Sessions Only

This spreadsheet is a compilation of comments from the small group sessions of all seven Navigation Study workshops. It includes comments recorded by facilitators and comments written on notecards by the group participants.

Note 1: Text in *italics* are comments written by participants on notecards that were not stated aloud for the facilitators to record.

Note 2: The "Times Listed" column indicates the number of people who had that comment or question at a particular small group session.

	COMMENT	Times Listed	Workshop Location
ENVIRONMENTAL - Ecology and Natural Resources			
1	Natural resources should have same importance in funding as transportation.	3	Bettendorf
2	Taxpayers' funds should not be used for transportation at the expense of fish and wildlife.	1	Bettendorf
3	Completely underestimated damage to natural resources due to navigation.	1	Bettendorf
4	Transportation system is vital and want to know benefit that mitigation to natural resources gains.	1	Bettendorf
5	Loss of bottomland forest and backwater from increased traffic.	1	Bettendorf
6	Fishing decreased due to silting. River is becoming a canal.	1	Bettendorf
7	Dams create backwater.	1	Bettendorf
8	Concerned about the health of the River and whether there have been enough studies of river environment. US Fish and Wildlife Service also concerned about this.	1	Bettendorf
9	Support Plan - How will project impact extent of floodplains and the resurgent or improving wildlife and aquatic life?	1	Bettendorf
10	14-25 are most degraded and will be worsened; additional funds should be used for restoration of backwater habitat, and purchase of new backwater habitat.	1	Bettendorf
11	Dams produce water for the backwaters and eagle winter habitat.	1	Bettendorf
12	Tow boats are high polluters: air-noise-overboard discharge-and trash burning. Big mess now-why make it bigger?	1	Bettendorf
13	Like to see Corps do more bank restoration.	2	Bettendorf
14	Potential channel increases would adversely affect fish and wildlife resources in backwaters and eddies.	2	Bettendorf
15	Channel increases to a 12-foot channel will drain water from backwaters.	1	Bettendorf
16	Can the improvements to the navigation system be completed without adversely affecting the river environment?	1	Bettendorf
17	Does not believe Corps study that increased barge traffic will not affect mussels. Wants hard data, reports.	1	Bettendorf
18	How have buoys/mooring cells affected environment/traffic at other sites?	1	Bettendorf
19	Good transportation system for existing Midwest farmlands could reduce development pressure on other areas of the world.	1	Bettendorf
20	<i>River is going to end up being a canal with no ecosystem.</i>	1	Bettendorf
21	<i>Believe that moving barges through faster with larger locks will improve environmental aspects.</i>	1	Bettendorf
22	<i>In regards to mooring cells - has the Corps considered the fumes from barges waiting and the effect on homes along the shore?</i>	1	Bettendorf
23	<i>By providing good transportation for croplands currently in production we can prevent the destruction of tropical rainforests being used for crops.</i>	1	Bettendorf
24	<i>I'm concerned that the environmental data that was "extrapolated" in the lower pools is not valid for pools above pool 13. I believe the environmental damage/threat to the greater aquatic life above pool 13 was misrepresented and may be higher than anticipated.</i>	1	Bettendorf
25	Extrapolated environmental data from lower pools would underestimate environmental costs in upper pools.	1	Bettendorf
26	Site-specific habitat costs are way too low.	1	Bettendorf

	COMMENT	Times Listed	Workshop Location
27	We have maintained the infrastructure for 70 years, but we have not maintained the ecosystem. Now we are talking about how to improve the infrastructure and maintenance, but we are doing nothing for the ecosystem.	1	DesMoines
28	Locks and dams are an "ecological disaster" and the more we spend on them the longer the disaster will last.	1	DesMoines
29	What are the long term impacts on fish populations?	1	DesMoines
30	Can implementation of a water quality limit affect barge traffic?	1	DesMoines
31	Is a 2% increase in the mortality rate equal to protecting the environment?	1	DesMoines
32	Concerned about environmental impacts - plant and animal losses. Mussels, backwater silting in, wild celery beds, and canvas back ducks are pretty much gone. Concerned more degradation will take place if construction and increased barge traffic takes place.	6	DesMoines
33	River is not healthy. Dead zone at the mouth in the Gulf where nothing grows. Methods should be taken to improve the river. Consider river is like a sewer - fuel accumulates at edge of river and has a negative effects on frogs.	4	DesMoines
34	Need real science, not junk science. Disagree that no change equals no benefits. There are a lot of benefits with no change. Export model is a ruse which results in environmental and economic destruction. Need bio-diversity, mono-cropping. Every aquatic system is imperiled.	5	DesMoines
35	In reference to alternatives A, D, E, F - do not agree. The assumption is made that the river is in good condition, but it is not. When will the environment be the key consideration rather than just a factor in building decision?	4	DesMoines
36	Must take note of other trends in U.S., destruction of habitat in Florida and Missouri River in worse shape and now being mitigated. People want Mississippi River to come back, ground swell from public.	5	DesMoines
37	Habitat replacement doesn't have to work as long as effort was made. Original habitats are richer than artificial habitats. We must preserve original habitats. Iowa has the most disturbed habitats in the country, so we should preserve any that Iowa	3	DesMoines
38	If producing food for a growing world population isn't done by USA it will be done elsewhere (South America). What is the environmental cost of food production in South America?	1	DesMoines
39	Why don't system impacts include the grain fields?	1	DesMoines
40	Referring to balance between improved shipping and maintaining habitat-- Only assumption that can maintain that balance, but can't. "If we build, they will come." Shippers/barge operators/farmers will come to river. Why was there no conservation proposal tonight? I-235 hearings - only save 5 minutes, but they built it anyway.	3	DesMoines
41	There are food surpluses, but people are still dying of starvation. Regarding the assumption that we can maintain the balance between improvements and maintaining habitat, it is the most exciting thing heard all night. We will become the raw material capitol of the world. Invest in alternative - put real costs behind environmental issues.	3	DesMoines
42	<i>Why don't "system impacts" include farm fields as habitat?</i>	1	DesMoines
43	<i>Is a 2% increased mortality rate in a fish species considered protecting the environment?</i>	1	DesMoines

COMMENT	Times Listed	Workshop Location
44 <i>The various species from worms to bacteria need to be added to the environmental impact study since corn and soybeans are well over half of the tonnage on the river and responsible for the lion's share of the siltation problem.</i>	1	DesMoines
45 <i>Many environmental studies don't have acceptable data to run the model. What if they can't mitigate the damage to the environment?</i>	1	DesMoines
46 <i>I would only agree to a course of action that would result in minimal loss of habitat. The current system has caused enough loss of habitat already.</i>	1	DesMoines
47 <i>Does habitat replacement really work? If it doesn't work, does the Corps abandon it or continue until they do it right?</i>	1	DesMoines
48 <i>The Mississippi River is not healthy; there is a dead zone and it should be improved.</i>	1	DesMoines
49 <i>Restore habitat and river health.</i>	1	DesMoines
50 Corps has not estimated environmental costs high enough. They do not include mitigation costs for past/present/future. Not enough studies, no costs for construction, maintenance, and mitigation. Environmental damages not included.	1	DesMoines
51 Concerned that study focused entirely on direct impacts, not addressing long-term degradation of the environment.	1	La Crosse
52 Concerned increased barge traffic will increase habitat degradation (e.g., backwaters filled in).	1	La Crosse
53 Concerned that environmental component in study lacked real numbers of lost habitat acreage and impacted species.	1	La Crosse
54 The environmental studies need to assess the long term environmental impacts of the operation and maintenance of the navigation system (locks, dams, and 9' channel).	2	La Crosse
55 Concerned about wildlife habitat and food sources in the areas affected.	7	La Crosse
56 How can project be done to reduce impact on environment? More traffic leads to more environmental impacts.	2	La Crosse
57 Studies show fish impacted by tows in spring and fall as ice goes in and out of river. There is an effect on commercial fish nets.	1	La Crosse
58 Need to spend money to solve environmental problems caused over the last 60 years. Problems can be helped.	1	La Crosse
59 What is the real environmental impact?	1	La Crosse
60 Why is there no vegetation below pool 13?	1	La Crosse
61 Concerned about the proposal to spend a billion dollars to reengineer the river. Environmental impact of locks and dams since the 1930's has resulted in environmental destruction of river.	1	La Crosse
62 Islands on the river are being destroyed because of heavy barge traffic. Person making comment believes barge operators want to get rid of the islands.	1	La Crosse
63 At what point do we say enough is enough, that this resource has been fully exploited and can bear no more?	1	La Crosse
64 Spent most of life on river, have lots of love for ecology of river. Concerned that Corps will want to widen and cut the islands down and cut channel through, turning the river into nothing but a place for barges.	1	La Crosse
65 Is there more wildlife now in and around the river than before the locks and dams were built?	1	La Crosse
66 Environmental impacts should be better researched and delineated and considered in a decision.	6	La Crosse

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67	If the U.S. loses market, market will go to countries with poor environmental practices (i.e., rainforest destruction).	1	La Crosse
68	Maintain what is there, don't expand because we don't know all of the adverse impacts on the environment. Expansion is not worth environmental impacts because of the small increase in the number of tows.	1	La Crosse
69	Would hate to see the loss of the natural beauty of the river. I think we can have both.	3	La Crosse
70	<i>Not taking any action would be economically detrimental to the extended rural landscape of the Midwest. No action would give South America (in more environmentally sensitive areas) additional incentive to more production agriculture at the expense of the Amazon rain forest.</i>	1	La Crosse
71	<i>The habitats of fish and wildlife are degrading on the artificial system developed by the nine-foot channel system. The Corps needs to do the maintenance on the 60-year old system before improving only one aspect of that system.</i>	1	La Crosse
72	<i>I'm concerned about what the effects of dredging and increased barge traffic will be on the river banks, wetlands and vegetation.</i>	1	La Crosse
73	<i>The areas of the river that are proposed for the new locks are the more environmentally damaged areas.</i>	1	La Crosse
74	<i>The river is not a highway, it is far more. Environmental contributions were clearly shown by the Corps' own study after the flood of 1993.</i>	1	La Crosse
75	<i>Respect the river, we do not want a river canal!</i>	1	La Crosse
76	<i>When will we begin to value the rich ecological diversity over the commercial value?</i>	1	La Crosse
77	<i>To what extent has the US Fish & Wildlife Service been consulted in the environmental aspects of the navigation study?</i>	1	La Crosse
78	Concerned environmental impacts are not adequately valued in dollar terms in	3	La Crosse
79	One of the river's purposes is to move massive amounts of migrating birds. This is a \$3 billion value on the Mississippi flyway (including recreation). This can't be sacrificed to navigation and agricultural transport.	1	La Crosse
80	Many of the environmental studies lack adequate data to run Corps generated models.	1	La Crosse
81	Mitigation is not equivalent to original habitat.	1	Peoria
82	Need more birds and mammal species in environmental evaluation.	1	Peoria
83	Concerned about wildlife impacts, long-term viability, reproduction, etc.	3	Peoria
84	State positive benefits to wildlife.	1	Peoria
85	Is there a long range plan to reclaim backwaters? (Past and future damages)	1	Peoria
86	Rapid daily and weekly fluctuations and extended summer flows cause ecological problems on Illinois River.	1	Peoria
87	Does the Corps have a plan if the UMR-IWW ecosystems collapsed?	1	Peoria
88	Environmental impact analysis should look at effects/impacts of displacing organisms from deep water (main channel) habitats.	1	Peoria
89	Concern regarding future impacts to the UMR-IWW ecosystems and whether any plans exist to remediate. If the ecosystems collapse - fisheries, etc.	3	Peoria
90	Will site specific expenditures for habitat replacement be spent where the damage occurs	1	Peoria
91	<i>Wildlife habitat is a significant concern.</i>	1	Peoria
92	<i>Concerned about secondary effects like what will happen to the tributaries due to hydrologic changes and construction?</i>	1	Peoria

COMMENT	Times Listed	Workshop Location
93 <i>It is difficult to believe you can mitigate ecological damage.</i>	1	Peoria
94 <i>I want the Corps to know that current management of locks and dams on the Illinois River, to provide barge traffic, is causing costly environmental impacts.</i>	1	Peoria
95 <i>Corps should evaluate the impact of displacement of fish, and other organisms, from the main channel areas - bioenergetic costs, displacement from spawning areas, etc. This is especially a problem on the Illinois River which has limited deepwater habitat outside of the main channel.</i>	1	Peoria
96 <i>What does the Corps mean when they refer to "habitat replacement"? How does the Corps plan to replace habitat?</i>	1	Peoria
97 Evaluate effects on lower Mississippi.	1	Quincy
98 Does the aeration from tows reduce bacterial contamination?	1	Quincy
99 Where will habitat replacement be done? Another wetland reserve? Where putting it? How does Corps come up with dollar figure for this?	2	Quincy
100 How far inland from Mississippi/Illinois Rivers will properties, streams be affected?	1	St. Louis
101 Even small fish loss is important, much degradation already.	4	St. Louis
102 Level of environmental loss seems appropriate.	2	St. Louis
103 Environmental risk is high when transporting chemicals.	2	St. Louis
104 Bigger ports degrade environment and communities, especially lower income.	1	St. Louis
105 Is this plan tied in with a biological diversity plan?	1	St. Louis
106 Concern about effects of plan on river as ecological entity.	1	St. Louis
107 Waterfowl habitat destroyed in all these types of projects. These interests completely bypassed in past.	1	St. Louis
108 Are estimated fish losses occurring after the habitat restoration?	1	St. Louis
109 Concern that mitigation of environment currently not done- why is Corps not doing this aggressively?	1	St. Louis
110 <i>The environmental and recreational benefits of a healthy river system are very important and should be adequately considered. These include good water quality, a diverse and productive variety of aquatic and terrestrial habitats, a variety of recreational and historical opportunities, and well-functioning wetlands.</i>	1	St. Louis
111 <i>I don't believe the Corps will properly account for the environmental benefits attributable to increased barge traffic.</i>	1	St. Louis
112 <i>What about proper mitigation if there is loss of wetlands?</i>	1	St. Louis
113 How much does history play in assessing economic gain and loss (for example value of historic fishery)?	1	St. Louis
114 The biggest concern is to protect the ecology of the Upper Mississippi River System (plants, birds, fish).	1	St. Paul
115 The study should include the effects of barge traffic and zebra mussel invasion, especially on the Upper Mississippi River upstream of the Illinois River.	1	St. Paul
116 Concerned about environmental impacts if waterway improvements are not made.	9	St. Paul
117 There is a need to mitigate the environmental effects of the existing navigation system.	8	St. Paul
118 As assessment is made, we need to take into account the new environmental benefits created.	6	St. Paul
119 The Corps should adequately mitigate for the impacts of Lock and Dam 26.	3	St. Paul
120 The Corps should be recognized for their timely biological assessments of the barge traffic impacts on the environment.	8	St. Paul

	COMMENT	Times Listed	Workshop Location
121	"Natural state" of the river was very low in summer.	1	St. Paul
122	Science and technology have made great improvements in wastewater; it seems we should be able to also improve backwaters.	1	St. Paul
123	There is only one Mississippi River ecosystem. It's already been greatly damaged by conversion of the river to a barge canal. Even with the No Action Alternative, it will continue to degrade. First priority should be restoration of the ecosystem.	4	St. Paul
124	Concerned that the Corps will emphasize that barge transportation is the most environmentally benign compared to railroads. I would like to re-emphasize that the first priority should be restoration of the ecosystem.	1	St. Paul
125	<i>Concerned about protecting the ecology - plants, birds, and fish.</i>	1	St. Paul
126	<i>The locks protect the environment on the river by controlling its boundaries.</i>	1	St. Paul
127	<i>Natural resource problems currently out-weigh navigation problems.</i>	1	St. Paul

ENVIRONMENTAL - Recreation

1	<i>There is more profit in recreation and tourism and it benefits more people.</i>	1	Bettendorf
2	Like to see change of recreational benefits due to alternatives.	1	Bettendorf
3	How will improvements affect recreation industry which relies on ecologically healthy river system?	1	Bettendorf
4	Support no action-want to see less barge traffic rather than more as consumer will likely pay more for rail/truck shipment. Like to see more hunting/fishing/camping/recreation.	1	Bettendorf
5	Improving locks and dams would provide better opportunities for recreational uses of river and would increase tourism.	1	Bettendorf
6	Support locks, but like to fish and hunt - study should be done on sports traffic because they create more problems.	2	Bettendorf
7	Like to see change of recreational benefits due to alternatives.	1	Bettendorf
8	Number 15 needs a 1200-foot lock to keep recreation in this pool.	1	Bettendorf
9	What can you do to maintain good recreation in Pool 15?	1	Bettendorf
10	<i>I do not want to see an increase in barge traffic. I would like to see less. I feel there is too much barge traffic and staging of barges and would like to see the river used more for recreation, fishing, camping and hunting.</i>	1	Bettendorf
11	Recreational boating will be adversely affected by increased barge traffic. Recreation is a big economic factor (not just boating: #2 attraction after Grand Canyon).	1	DesMoines
12	Is there more recreational use of the river in pools as compared to flowing river below the dam? What will proposed improvements do to enhance, or detract, from recreation?	1	DesMoines
13	Need to look at recreational use/impacts including how they will affect barge traffic.	1	La Crosse
14	Do the locks and dams create more recreational opportunities than if we did not have them?	1	La Crosse
15	Recreational users use the lock system.	1	La Crosse
16	Nobody is "in charge" of recreation, and it has its own environmental impacts.	1	La Crosse
17	Not enough recreation resource money, and it's very easily over used.	1	La Crosse
18	<i>The jamming up of the locks could be eased by finishing the pleasure craft locks.</i>	1	La Crosse
19	<i>As a recreational boater I don't want the Mississippi River negatively impacted by more barge congestion and don't need any more danger from larger tows.</i>	1	La Crosse

	COMMENT	Times Listed	Workshop Location
20	Lock extensions could reduce recreation benefits, i.e., parks affected by new construction - consider recreational loss costs.	1	Quincy
21	Safety of recreation boating if no action or minimum change option is used - more barges, more interaction with recreational boats.	1	Quincy
22	Concern about whether pleasure craft will be able to get through with projected barge capacity, if companies have ownership. Pleasure craft will be left sitting.	2	Quincy
23	Increased lockage will cause more delays for recreational boater--having two locks for each dam would solve congestion for recreation and commercial.	1	Quincy
24	More barges/tows cause large wakes that impact recreation.	2	St. Louis
25	Recreation and environmental benefits must be considered.	1	St. Louis
26	Need information on impacts to recreation.	1	St. Paul
27	We need more information on how increased recreational use is impacting the river ecology.	1	St. Paul
28	How does the Corps plan affect recreational use of the river?	8	St. Paul
29	If nothing is done, will I have to wait longer to get through the locks as a recreational boater? Corps must consider recreational economy.	1	St. Paul
30	Has the Corps talked about damage to tourism and boating industries posed by the barges? St Louis is identified as a very dangerous area for boaters. Grain elevators being converted to condos. Tourism is the most rapidly growing industry in the US. How will the project affect this?	1	St. Paul

ENVIRONMENTAL - Erosion/Siltation/Sedimentation

1	Water transportation is most environmentally friendly system to move bulk commodities long distances and barge transportation isn't the issue, sedimentation is the issue.	1	Bettendorf
2	Should be less sediment suspension with 1200-foot locks. Won't have to break tow and start again.	1	Bettendorf
3	Sedimentation problem is due mostly to runoff, not barge traffic.	1	Bettendorf
4	Does study account for sedimentation due to urban runoff? What is cost of dredging this sediment?	1	Bettendorf
5	Development having big impact on river - erosion problems a bigger contributor to sediments than increasing locks.	3	Bettendorf
6	This is a record sediment year. The Lower Mississippi does not have much life. The Gulf is poor because of the sediment. The Upper Mississippi is viable and is a tremendous wildlife resource. The Upper Mississippi must remain viable. Concerned about the sediment.	3	Bettendorf
7	Changing size of locks won't have effect on Lower Mississippi and Gulf. Most of the sediment is from runoff.	1	Bettendorf
8	What effect will additional barge traffic have on the river system? Concerned about resuspension and water quality. There is better water quality in winter when there is no barge traffic.	1	Bettendorf
9	Money for riverway improvements should be diverted to prevent farm runoff. Better riparian zones are needed. Give money back to farmers instead of improving lock and dams. Sediment is the major concern.	2	Bettendorf

	COMMENT	Times Listed	Workshop Location
10	<i>Don't believe sediment is a result of barge traffic.</i>	1	Bettendorf
11	<i>Environmental concerns should be directed at residential and commercial developments that produce increased runoff.</i>	1	Bettendorf
12	<i>Increased barge traffic will increase sedimentation which has a negative impact on aquatic life.</i>	1	Bettendorf
13	If project is built, what will stop tows from getting longer than 1200 feet? Could be problem with siltation. What will keep industry from getting longer tows?	1	Bettendorf
14	What are the sedimentation effects?	1	DesMoines
15	<i>Concerned about siltation of back-water areas and impact to fish populations.</i>	1	DesMoines
16	Concern about effects of dredging, erosive effects of increased traffic, bottomlands, wetlands, banks impact. Concerned about damage to vegetation, mussels and birds.	6	La Crosse
17	Need to study connection between farming activities to sedimentation. Will increased barge traffic increase sediment?	1	La Crosse
18	Project will increase shoreline erosion which will increase sedimentation.	1	La Crosse
19	Bank erosion is a big problem. Buoys are too close to shoreline. Is this much barge traffic necessary?	3	La Crosse
20	Lost most of the beach and shoreline to erosion due to barges (Pool 8). Will barges sunken there be removed and shore restored?	1	La Crosse
21	River is getting filled in, another reason this has to be done system-wide.	1	La Crosse
22	Minnesota River erosion problems are being studied, which could help erosion and sedimentation on the entire Mississippi River.	1	La Crosse
23	Sediment needs to be managed in streams and at mouths of streams, not just on farms or from urban development. Again, this is a system problem with local points of action.	1	La Crosse
24	<i>Before investing in any infrastructure improvements the Corps should find ways to eliminate the damage barges cause to river banks by erosion from wakes and find ways that prevent the barges from stirring up sediment that settles and fills in the backwater habitat areas.</i>	1	La Crosse
25	Did the Corps study silt sources and ways to reduce problems?	1	Peoria
26	Plan should address ongoing siltation problems.	1	Peoria
27	How much of the Illinois river-silt carrying capacity is reduced by current locks and dams. What would be the cost of compensating?	1	Peoria
28	Concerned about sedimentation in backwater areas and whether the issue has been adequately addressed in the study.	4	Peoria
29	Corps should increase funding for erosion and sedimentation control.	3	Peoria
30	Backwater sediment - entire system.	2	Peoria
31	Project might reduce sedimentation.	1	Peoria
32	Don't rain/wind/etc. cause more erosion/sedimentation problems than barges - sedimentation in upper lake not there because of barges	1	Peoria
33	Concern about how river silting in - Corps must dredge more - stormwater drainage effect on river level and upland erosion control and lack thereof.	3	Peoria
34	<i>How will increased amount of siltation be handled?</i>	1	Peoria
35	<i>To what extent do the locks/dams and barges contribute to the siltation problems in the river?</i>	1	Peoria
36	<i>Since siltation is a problem in the Illinois River the Corps needs to investigate ways to clean out existing siltation.</i>	1	Peoria

COMMENT	Times Listed	Workshop Location
37 <i>Is the money being spent on the right thing? Silt is the biggest problem and will continue to be the biggest problem, so why is the money being spent elsewhere?</i>	1	Peoria
38 <i>Illinois and other states are finding funds to set aside acres in an effort to decrease siltation and protect the river. Why is the Corps promoting increased barge traffic which undercuts state and local efforts at river restoration?</i>	1	Peoria
39 Study should address siltation/erosion.	1	Quincy
40 Should address sediment loads from tributaries.	7	Quincy
41 River channel in back waters are filling up. Corps flushing does not work. Sand from 10-foot areas drops in 30-foot holes. Dredging won't be acceptable.	1	Quincy
42 Hamilton Lake water intake not operative due to sedimentation, not allowed to dredge, buy from Keokuk.	1	Quincy
43 Siltation is not caused by barges, starts up-stream.	1	Quincy
44 Concern about siltation and loss of fish and wildlife.	1	Quincy
45 Wave erosion is not an effect of barge traffic - worse from recreation boats.	1	Quincy
46 Dredging may have to be an option for Hamilton Lake. Wing dams and dikes cause more erosion, than they stop erosion.	1	Quincy
47 Increased traffic will increase bank erosion (different districts cope better/worse).	4	Quincy
48 Can't have dams and ignore their associated problems: e.g., sedimentation, floods. Fixes: more dredging, strong levees (beneficial use!).	1	Quincy
49 Like to see Corps consider additional moorings to prevent erosion along levees.	1	Quincy
50 <i>I'm concerned about shoreline erosion and the effects on the levee system.</i>	1	Quincy
51 <i>Consider additional moorings to prevent erosion along levees and shorelines.</i>	1	Quincy
52 Have not heard answers yet on control of sedimentation that is clogging rivers.	1	St. Louis
53 How will siltation problems be solved? If siltation problems get bigger as project proceeds, where will money come from to fix? Is money for siltation problem included in current estimates?	1	St. Louis
54 <i>If barge traffic does not affect sedimentation, why is it discussed in this model?</i>	1	St. Louis
55 <i>Problem of siltation - silt deposits in adjoining areas around construction zones.</i>	1	St. Louis
56 <i>Will the cost factors minimize the damage to surrounding areas and what is proposed to be done about increased siltation?</i>	1	St. Louis
57 Sedimentation will be significant.	1	St. Paul
58 Agriculture industry does treat soil as resource, and are changing practices to manage it better.	1	St. Paul
59 Sediment in a river system should move downstream, which the 29 dams prevent.	1	St. Paul
60 Is there more or the same amount of sediment disturbed when the tows have to be broken apart?	1	St. Paul
61 Has the Corps adequately studied silt control and pollutants in the watershed to further enhance the economics of barge traffic?	8	St. Paul
62 Barges waiting have to hold their position in shallow water, and this is where they churn up sediments.	1	St. Paul

	COMMENT	Times Listed	Workshop Location
ENVIRONMENTAL - Comparison To Other Transport Modes			
1	Less environmental damage by expanding river transport compared to road transport.	2	Bettendorf
2	Waterway transport more fuel efficient and safer.	1	Bettendorf
3	What are air quality effects of various modes of transportation?	1	Bettendorf
4	River is most environmentally friendly mode of transportation available and most cost-effective and least total environmental impacts.	1	Bettendorf
5	Barges consume less fuel and pollute less.	1	Bettendorf
6	Has Corps studied environmental impacts and impact on other transportation of the no action alternative and other options?	1	Bettendorf
7	The economic and environmental study should look at the effect of alternate transportation modes (truck, rail) if we do not improve the navigation system.	2	Bettendorf
8	Concerned about air pollution. Full lock usage produces much less air pollution than current usage. Also lock usage produces less air pollution than rail or truck.	3	Bettendorf
9	As world population increases, demand will increase. If barge traffic is restricted it will force a switch to other modes, which will lead to other modes which will lead to increased environmental impacts.	1	Bettendorf
10	Barge transportation is safest, most efficient, most environmentally friendly method.	1	Bettendorf
11	Before improvements to the navigation system, there should be a study to look at improvements to the rail system and more advanced barge system that will be efficient and not result in changes to the river.	1	Bettendorf
12	Shipment of grain, coal, etc. will increase and we must consider how we will ship this increase (i.e., river, rail, truck). All three of these will have impacts.	4	Bettendorf
13	<i>Water transportation provides the lowest cost mode available and public safety is a major benefit. Water transportation offers the highest safety record. Barges do not cross roads or rails.</i>	1	Bettendorf
14	<i>How will the Corps incorporate the environmental benefits of navigation over rail transportation such as air quality improvements?</i>	1	Bettendorf
15	<i>Barge transportation is by far more efficient and environmentally friendly than rail or truck, not only for grain but for products such as coal and petroleum.</i>	1	Bettendorf
16	Need comprehensive report from rail industry on their data to compare environmental impacts.	1	DesMoines
17	Rail and truck transportation produces 35-60% more air pollution than barges.	1	La Crosse
18	Corps should consider environmental impacts of shifting traffic off of the river to rail and truck transportation modes. Consider fuel consumption, air emissions, loss of human life.	5	La Crosse
19	Tow boats cause much less pollution than truck or railroad methods.	1	La Crosse
20	Have other modes of transportation (air, truck, pipeline) been evaluated to assess potential environmental impacts?	1	La Crosse
21	Waterway transportation safest compared to rail and truck.	2	La Crosse
22	Favors "no change" of options presented. Environmental destruction is not worth the money farmers get for crops. Give them incentive to grow less and reduce pressure on Mississippi River. The money is better spent on rail and human transportation.	1	La Crosse
23	Public does not want the railroad system expanded.	1	La Crosse
24	There are fewer safety issues with barges.	1	La Crosse

	COMMENT	Times Listed	Workshop Location
25	Barges are less polluting and environmentally damaging than lots of trucks and rail.	2	La Crosse
26	As current system degrades, situation will get worse, volume will only increase and will be pushed onto rail and truck if river system is not improved. Concerned about train safety and longer trains as well as truck traffic and safety.	3	La Crosse
27	A 15-barge tow is equivalent to 870 semi truck trailers, a 15-barge tow is 1/4 mile long, 870 semi trailers are 11.5 miles long. A 15-barge tow is equal to 2 1/4 100 car/unit trains. The trains are 2.75 miles in length. Tow boats emit 35 to 60% fewer pollutants than other modes.	2	La Crosse
28	<i>Why no evaluation of impacts from other transportation modes such as pipelines that run under the river, rail transport of hazardous cargo, and truck/auto accidents.</i>	1	La Crosse
29	What is the comparison with environmental impact of all forms of transport - water, rail, truck?	1	Peoria
30	Did they consider environmental impacts of truck/rail - global impacts like fossil fuels, air quality, etc?	4	Peoria
31	Corps should compare environmental benefits of water transport with truck and rail for region.	7	Quincy
32	Need to talk about impact of diverting transportation needs to river and the environmental benefit from reducing rail/truck impacts.	2	Quincy
33	More traffic means more accidents (groundings, usually not "spills," bumps into wickets, locks, some "red flags," chemicals) on the river, but Dr. Maulk (1998 Allegheny) shows better outcomes than other modes of transportation.	1	Quincy
34	What is environmental impact if non-river transport is used?	1	St. Louis
35	Air pollution control benefits - why is Corps not talking about this and fuel consumption related to different transport. Has Corps included as a benefit?	1	St. Louis
36	No discussion on environmental advantages of using barges vs. use of other modes of transport. When will this be factored in ?	1	St. Louis
37	Consider relative safety records of different transportation modes.	5	St. Louis
38	How will truck traffic increase with no action and with each alternative?	1	St. Louis
39	Environmental impacts of navigation system expansion should be weighed against expanded rail environmental impacts.	2	St. Paul
40	Tourism is also on roads and rail. If no action is taken, this will increase freight on these and affect safety and congestion, producing a negative impact on tourism	1	St. Paul
41	The Corps should consider the cost of human life. The average commercial fatalities per year for trucks is greater than 4000, and for rail it is greater than 1000, and for water it is less than 50.	1	St. Paul
42	We're concerned about increased wear and tear on roadways and traffic congestion/accidents if improvements are not made.	10	St. Paul
43	A 15-barge tow equals 225 jumbo hopper rail cars or 870 semi-trailer trucks.	10	St. Paul
44	Have transportation safety considerations been assessed if grain has to be moved by rail or highway?	1	St. Paul
45	What has not been said is what are the environmental effects of increased truck and rail if the No Action Alternative is taken. Has the Corps considered this?	2	St. Paul
46	<i>Water transportation is the most environmentally friendly way of moving bulk commodities long distances when you take into consideration fuel consumption, air emissions, accident rates and deaths.</i>	1	St. Paul

	COMMENT	Times Listed	Workshop Location
47	<i>If improvements are not made, materials will have to be transported by other modes leading to increased wear and tear on roads, increased congestion, traffic accidents and more pollution.</i>	1	St. Paul
ENGINEERING - Design			
1	Channel widening would reduce delays at locks, but how would you dispose of additional material?	1	Bettendorf
2	Are Corps alternatives going to raise any pool levels?	1	Bettendorf
3	What benchmarks are Corps using to establish capacity levels?	1	Bettendorf
4	Want more levee restoration on Sny(?) Island-southern part.	1	Bettendorf
5	Corps should look at capacity issue - system should be constructed for peaks rather than averages.	1	Bettendorf
6	How have buoys/mooring cells affected environment/traffic at other sites?	1	Bettendorf
7	Too many barges now -no action- spend money on: channel markers, more stringent licensing and enforcement.	1	Bettendorf
8	Need greenspace near locks and viewing areas.	1	Bettendorf
9	Has Corps study looked at improving barge technology to offset slow locks? Industry improvements rather than lock improvements.	1	Bettendorf
10	Buoys would be great help - keep tows off the shore.	1	Bettendorf
11	Are the locks in Alternate H all NEW, or are they 600-foot extensions?	1	La Crosse
12	Should make the channel 1' to 2' deeper so barges can carry more.	2	La Crosse
13	Why not finish off auxiliary locks to get everybody through?	1	La Crosse
14	If the barge traffic increases, will load/unloading systems cause delays?	1	La Crosse
15	Lock 1 and 1A are just like an elevator, very fast. Has the process of getting water up and out faster been looked at for other locks?	1	La Crosse
16	Why such a slow drag line? A good industrial engineer could solve this problem.	1	La Crosse
17	<i>What will they do with the swing bridge at Shore Acres?</i>	1	La Crosse
18	Construction of new lock at Peoria may not be feasible due to bridge. Want more engineering evaluation to explain study data.	1	Peoria
19	Present 90 foot roller at La Grange and Peoria dam locations should be studied.	1	Peoria
20	Corps is shortsighted need 1200-foot locks on all of Mississippi and Illinois rivers	2	Peoria
21	Improvements should be addressed on a system-wide basis to avoid bottlenecks.	2	Peoria
22	Future hydraulic conditions may negate benefits of proposed improvements.	1	Peoria
23	Has the Corps considered deepening the channel on the Mississippi river from 9 foot to 12 foot? - study done in 1970's and feasible for Illinios River	2	Peoria
24	Why aren't we repairing and adjusting to changes as they happen instead of all at	1	Peoria
25	Did the Corps consider that Nov - March (low-water period) need 1200-foot chamber, but not other times - Did Corps consider this in calculation of benefits	1	Peoria
26	What about remaining (other five) locks on Illinois river and remaining locks on Mississippi river all are in need of rehabilitation. Are there plans?	1	Peoria
27	At Lock and Dam 21, consider extending west gate, creating double locks for pleasure and commercial traffic; use existing 600' lock for recreational traffic and 1200' foot for commercial; this will not interfere with construction.	1	Quincy
28	To get efficient water transport system, additional actions should be considered- one example, mooring/staging.	1	Quincy

	COMMENT	Times Listed	Workshop Location
29	Will improvements to locks affect dams?	1	Quincy
30	Should look at Lock and Dam 26 as example of how improvements will work out.	1	Quincy
31	Channel depth should be considered due to effect on levees.	1	Quincy
32	Is Alton lock and dam designed for a 12-foot channel?	1	Quincy
33	Exporters want 1200-foot locks, especially at 24 and 25. Lock wall is unstable, dam is shifting down-river. Need major repair and additions.	1	Quincy
34	Both Mississippi and Illinois could really benefit from having mooring buoys/cells (even during construction).	3	Quincy
35	Look for synergies between flood control measures and navigational improvements and sedimentation control and runoff control provided by drainage districts.	1	Quincy
36	Channel can't be maintained in many areas without the main stem levees.	1	Quincy
37	Consider having multiple chamber capacity (for speed of locking plus for backup capacity)--build new 1200-foot lock beside the old.	1	Quincy
38	Lock and dam 19 also needs some mooring.	1	Quincy
39	Concern that expanded locks might eventually be obsolete if tow sizes increase--is it possible for tow sizes to increase in length and possibly in horsepower?	1	Quincy
40	Corps should have considered setting tow size limits for current locks--did Corps consider this?	1	Quincy
41	Capacity, building a system at capacity before it is even built.	2	Quincy
42	Need all 1200-foot locks and all 12-foot channels.	1	Quincy
43	Like to see Corps consider additional moorings to prevent erosion along levees.	1	Quincy
44	Is it possible to extend the west gate (one gate) to complete 1200-foot lock and then have double locks?	1	Quincy
45	Improvements needed above #12.	1	St. Louis
46	Consider maintenance as alternative to keep system operating.	1	St. Louis
47	Can 1200 ft guidewall be easily converted to 1200-foot lock chamber?	1	St. Louis
48	Is savings using standardized parts used in cost estimate?	1	St. Louis
49	Concern about adding to 60-year-old structure instead of building new. Will it be reliable? -\$300 million in deferred maintenance	1	St. Louis
50	Economic analysis should address increased maintenance of 50-year old structures. Will new construction eliminate need for deferred maintenance?	4	St. Louis
51	Corps did not address cost of new locks vs. cost of extension	1	St. Louis
52	What happens to Alternative H when you add mooring buoys to Locks 12, 18, 20, 22, and 24?	6	St. Paul
53	Should look at the number of locks and reduce the number. Consolidate adjacent ones where possible.	1	St. Paul
54	Has consideration been given to creating fewer pools by consolidating locks and dams in the Warren Channel?	1	St. Paul
55	<i>Reduce the number of locks on the Mississippi by increasing dam height, perhaps 2 or 3 locks could be eliminated.</i>	1	St. Paul
56	Why are there cost differences for Alternatives G and H?	1	St. Paul

	COMMENT	Times Listed	Workshop Location
ENGINEERING - Schedule			
1	Problem for farmer is delay - waiting to go through. Also, this is environmental problem: waiting tows erode shoreline (up to 100 at my farm) and suspended sediment. Buoys/cells will help!	1	Bettendorf
2	System is showing signs of age - speed up rebuilding process.	1	Bettendorf
3	Build <u>now</u> !!! The best and most efficient system - it will just cost more in the future. Can be done while protecting the environment.	1	Bettendorf
4	It's about time! I don't drive on 60-year-old highways and shouldn't have to use 60-year old waterways.	1	Bettendorf
5	<i>The current navigation system is already past its design life by 10 years, something must be done.</i>	1	DesMoines
6	Can Peoria and La Grange dams also be upgraded at same time?	1	Peoria
7	Process is not moving fast enough.	1	Peoria
8	Improvements need to be made concurrently rather than stretched out over time so benefits are realized ASAP.	1	Quincy
9	Concern about length of time to construct: can anything be done to accelerate?	5	Quincy
10	<i>Why would it take 13 years to complete Plan F with equipment we have today?</i>	1	Quincy
11	<i>If decided upon, will these projects be started at the same time so completion of the entire system will be about at the same time?</i>	1	Quincy

ENGINEERING - Construction Impacts On Traffic

1	What is construction sequence. Will they need to shut down locks (all at once)?	1	Bettendorf
2	Will barge transport be delayed during project construction period?	1	Bettendorf
3	How will river traffic be accommodated during construction?	1	Bettendorf
4	<i>How will the current barge traffic be handled while the additional locks and guidewalls are constructed?</i>	1	Bettendorf
5	Need to see numbers related to tow delays during construction phase.	3	Peoria
6	<i>A study was done with projected increase in tow traffic. What is the projected tow delay during different phases of construction?</i>	1	Peoria
7	Delays in traffic during construction could outweigh some benefits of improved transport following construction.	1	St. Louis

ENGINEERING - Flood Risks

1	<i>How, if any, will the plans affect flood stage levels?</i>	1	Bettendorf
2	How will project affect flooding?	1	Peoria
3	Why can't Corps dredge channel and put soil on levees, which would also help flooding problems?	1	Peoria
4	Study should consider flood issues.	1	Quincy
5	Concern that project could increase flooding problems. This should be addressed.	1	Quincy
6	Channel depth should be considered due to effect on levees.	1	Quincy
7	<i>The flood of 1993 changed our thinking about 100/500 year flood determinations. Can the studies include additional high water storage or adjacent levee flood control?</i>	1	Quincy

	COMMENT	Times Listed	Workshop Location
8	Environmental and flooding impacts on lower Mississippi (1993 floods).	3	St. Louis
9	Levees should be higher, projects have caused flooding problems in part.	4	St. Louis
10	East St. Louis interior flooding and interior wetlands.	1	St. Louis
11	Lock size should not change flood risk.	4	St. Louis
12	More traffic causes risk of erosion/failures of levees.	1	St. Louis
13	Increased flooding from construction of dams, etc., is big problem.	1	St. Louis
14	Levees should be higher; projects have caused flooding problems in part.	4	St. Louis
15	Concerned that flood pulse and feeder streams will be adversely effected by changes to the navigation system.	1	St. Paul
16	What will be the effect of any of the alternatives on flooding?	3	St. Paul
17	<i>What will be the effect on frequency and severity of floods?</i>	1	St. Paul
18	<i>Concerned about endangerment of flood plains and feeder streams.</i>	1	St. Paul

ECONOMICS-Cost Assumptions

1	Has the Corps taken into account the farmers' needs in their study?	1	Bettendorf
2	Underestimated benefits due to competitive rates of other systems (rail and road) and international.	1	Bettendorf
3	Net benefits identified - all.	1	Bettendorf
4	Why no environmental benefits listed for no action alternative? Also cost is considered in no action, i.e., benefits related to lower O&M.	2	Bettendorf
5	Corps demand projections are lower than others. Why and what is basis of Corps projections?	2	Bettendorf
6	Will there be continuing increase in demand for grain? Demand may go down. What is Corps estimate based on? Other commodities also.	1	Bettendorf
7	Has study taken into account steady increase in global competition	1	Bettendorf
8	Were direct economic benefits of construction considered?	1	Bettendorf
9	How would removal of barriers to foreign trade affect barge traffic?	1	Bettendorf
10	Concerned with inaccuracies in the elasticity analysis. Grain is inelastic in Iowa.	3	Bettendorf
11	Study does not address global trends in food consumption/use or what economic development offices are saying.	1	Bettendorf
12	Support Plan H - Production and exports of agricultural commodities are underestimated and project benefits are also underestimated.	2	Bettendorf
13	Does the Illinois River have the volume to justify the project costs vs. the immediate need of the Mississippi River?	1	Bettendorf
14	Corps should consider other ancillary benefits of project (construction jobs, etc.).	1	Bettendorf
15	Plan H's benefits are underestimated (because of using Iowa data for Illinois River). Also rail rates won't stay steady. Chicago Board of Trade change will also change the numbers.	1	Bettendorf
16	Study needs to look more at how freight rates will be affected - if they are lower, local economies will benefit.	1	Bettendorf
17	How do net benefits get calculated? Were the rail rates assumptions correct? Does rail get the same subsidy?	1	Bettendorf
18	What is the cost of no action? It's not just 0.	1	Bettendorf

	COMMENT	Times Listed	Workshop Location
19	What are the environmental costs of no action? More rail and truck may worsen global warming, etc. What are the global impacts? Were there environmental benefits figured for faster lockages?	1	Bettendorf
20	Has the Corps considered or given weight to competition from other countries with USA foreign trade markets.	1	Bettendorf
21	Rail rates used in Corps study not accurate - will not stay stable - Corps projected them stable for 50 years.	7	Bettendorf
22	Study does not take future grain increases into account (Corps number too low) - new technology will increase production.	3	Bettendorf
23	Any studies on farmer financial losses for a 1-2 day delay?	1	Bettendorf
24	Is there sufficient information to show that increased agriculture supply is known to justify the proposed improvements?	1	Bettendorf
25	Would like to see a breakout of true overall costs per tow of each of the alternatives (e.g., car has insurance, gas, and maintenance costs).	1	Bettendorf
26	What is projected need for transport? Will any of the alternatives meet those needs?	1	Bettendorf
27	Would more different types of products be shipped if barges were more efficient?	1	Bettendorf
28	Corps has been wrong in past studies (e.g., Missouri) - how certain is Corps about current traffic projections?	1	Bettendorf
29	What assumptions are being made regarding U.S. role in world economy?	1	Bettendorf
30	If you increase sizes of barges, will only have longer delays because longer barges are waiting.	1	Bettendorf
31	Does study take into account rebuilding roads if no action is taken? Roads already pretty bad.	1	Bettendorf
32	The IDOT and Iowa Corn Promotion Board study is for western Iowa and does not address traffic on the Mississippi.	1	Bettendorf
33	<i>I need more detailed explanation of why present alternatives (1200' locks) and corresponding economic data differ significantly from draft economic report information released approximately one year ago.</i>	1	Bettendorf
34	<i>I believe the annual net benefits for the Peoria and LaGrange locks have been underestimated.</i>	1	Bettendorf
35	<i>What scientific documentation is there to support the economic assumption that crop yields will increase significantly over the 50-year project life?</i>	1	Bettendorf
36	<i>What is the cost per tow for each alternative versus the commodity benefit they carry?</i>	1	Bettendorf
37	<i>Relook at elasticities - should be more in line with literature (.21 - 1.00).</i>	1	Bettendorf
38	<i>Plan G appears to underestimate benefits and will plan G create a longer season?</i>	1	Bettendorf
39	<i>Has the Corps adequately considered the benefits to farmers and the prices they will receive for their products if the river system is improved?</i>	1	Bettendorf
40	<i>Why didn't the reported annual net benefits include construction job benefits for plan H? I believe the benefits are vastly understated for plans G & H.</i>	1	Bettendorf
41	Concern over assumptions that drive benefits: Freight demand curve, willingness to pay, traffic growth projections.	2	Bettendorf
42	<i>Grain yield predictions are too low.</i>	1	DesMoines
43	Site specific habitat costs are deceptive.	1	DesMoines
44	Is "Annual Benefit" just based on the number of tows, or was the national trade (deficit) figured in?	1	DesMoines

	COMMENT	Times Listed	Workshop Location
45	Will there be enough increase in grain production to warrant the improvements in the navigation system?	1	DesMoines
46	Who is the "independent contractor" who did the commodity movements? How do I know they view global trends the way I do?	1	DesMoines
47	Site specific habitat costs omit the systemic costs.	1	DesMoines
48	Corps has not captured grain yield increases in model and the net benefits are not high enough.	2	DesMoines
49	<i>Are the current cost estimates for building 1,200' locks accurate? They seem too low and will sway the economic benefit.</i>	1	DesMoines
50	We are losing smaller and new farms in Iowa. How will increase in riverway traffic affect farm size?	1	DesMoines
51	Why weren't the 5 state Offices of Economic Development involved?	1	DesMoines
52	Want to see figures related to lost commerce while improvements are being made.	1	La Crosse
53	Study lacks economic figures for no action alternative.	1	La Crosse
54	Based on historical increases in crop yield per acre, by 2020 production will be at 300 bushels of corn per acre, necessitating an expanded navigation system.	1	La Crosse
55	Traffic predictions based on prediction of increased agricultural production are not supported by price.	1	La Crosse
56	Question the Corps' assumption that rail rates will not increase over 50 years when barge rates increase.	2	La Crosse
57	There IS a cost associated with no action: Repair needed to old system. No action does not equal no cost, the study does not reflect this.	3	La Crosse
58	Question cost/benefit at Lock and Dams 12,13,14, and 15.	1	La Crosse
59	Study assumption that rail cost will not increase is not accurate.	1	La Crosse
60	How will Corps include international competitors in deciding on NED and recommended plan?	1	La Crosse
61	What was the cost to replace Lock and Dam 26 in the 1980's? Costs shown tonight seem to be too low compared to actual costs for Lock and Dam 26.	1	La Crosse
62	How can a trained economist honestly put forward a 50-year projection, knowing that there is a lot of room for differences without expressing it as a range of numbers and values?	1	La Crosse
63	How does the Corps honestly believe that railroads will not respond to lower competition from the river by raising rates?	1	La Crosse
64	How can the value of the water fowl migration be taken into account when assessing costs and benefits?	1	La Crosse
65	For any lock the longest and most costly delay is during peak use. This may be reflected if you look at delays per lock during average use. Simple annual average delays are reflected in shipping rates too.	1	La Crosse
66	Increasing barge traffic will cause additional barge delays. Decreased delays not factored into costs/benefits.	1	La Crosse
67	What percent of grain going down the river goes overseas?	1	La Crosse
68	Question the economic assumptions, they may not be correct. They underestimate the economic benefits. Not sure, for example, that small price increases will reduce volumes to be shipped.	2	La Crosse
69	Corps made assumption that pushing volume away from the river will not increase rail prices. Do not agree.	2	La Crosse

COMMENT	Times Listed	Workshop Location
70 Growth projections are very modest, but seem reasonable.	1	La Crosse
71 What is the cost/benefit of no action including maintenance of the existing system?	2	La Crosse
72 What methodology/criteria were used to assess the project benefits?	1	La Crosse
73 What is the basis for the projection of river traffic growth?	1	La Crosse
74 Why does the Corps not include operations and maintenance and long-term environmental impact costs in the cost/benefit analysis?	1	La Crosse
75 Have the environmental costs of the existing Upper Mississippi River (above Lock 19) been considered in this analysis?	1	La Crosse
76 The Iowa grain transportation model does not apply to any states other than Iowa. The Corps should expand the grain study model to include the various states that use the river.	1	La Crosse
77 There are benefits other than agricultural from river transport system.	1	La Crosse
78 Consider the effects of traffic increases to the Upper Mississippi System.	7	La Crosse
79 Will increases in the amount of barge tows equate to potential accidents and spills? Will there be an equal increase in cleanup response? Cost should be covered by the barge industry.	2	La Crosse
80 If no project, there may be less interest by tow companies upriver, which may cause no delays.	3	La Crosse
81 Concern over age of structures and "no action" creating potential for higher energy costs for the region due to a lack of competition with rail industry. Also concerned about costs associated with transportation delays.	1	La Crosse
82 <i>Increase in barge traffic seems unrealistic. How accurate have past predictions been?</i>	1	La Crosse
83 <i>Was an additional cost included in the analysis for delays and increases in channel maintenance?</i>	1	La Crosse
84 <i>The cost benefit figures in the presentation did not factor in environmental costs.</i>	1	La Crosse
85 <i>For any given lock the most costly and longest delays will be in the periods of peak use. This may not be reflected in average delay per lock when figured on an annual basis.</i>	1	La Crosse
86 <i>The Iowa grain transportation model does not apply to the other four states.</i>	1	La Crosse
87 <i>I question the Corps' data or model for potential growth in river commerce. Given the world's population and expected continued growth, how are we going to meet their respective needs? Global competitiveness.</i>	1	La Crosse
88 <i>Since Lock 19 has a 1,200' lock, has this been studied in detail for its environmental impact?</i>	1	La Crosse
89 Is bank erosion repair part of maintenance? Is it included in cost estimate for this project.	1	Peoria
90 Should re-evaluate up-bound potential. Could be greater benefit to increase the down-bound.	1	Peoria
91 What were grain yield estimate assumptions?	1	Peoria
92 What percent of GNP travels on river system? State in report.	1	Peoria
93 How are annual benefits calculated? Inflation considered. Provide more detail to show numbers are credible.	1	Peoria
94 Where does "jobs created" data come from?	1	Peoria

	COMMENT	Times Listed	Workshop Location
95	Illinois River carries more grain than Mississippi River. Need to explain why benefits would not be greater for the Illinois River.	2	Peoria
96	How a user-pay verses tax-pay system would affect demand on B and C.	1	Peoria
97	Schedule of amortizing the costs seems inappropriate.	1	Peoria
98	Concern/question-will increasing capacity increase demand?	1	Peoria
99	Has the Corps taken into account changes in Chicago Board of Trade delivery points?	1	Peoria
100	What percent of the funding will be spent on habitat improvement/mitigation?	1	Peoria
101	The Corps elasticity study in the Illinois River is flawed and should be re-done using Illinois data instead of Iowa.	3	Peoria
102	Concern that world markets (are) were taken into consideration during the study - also current infrastructure improvements being made in other countries	10	Peoria
103	Concern whether traffic estimates are accurate.	3	Peoria
104	Need to see numbers related to tow delays during construction phase.	3	Peoria
105	Iowa elasticities not applicable Illinois grain movements - understates benefits.	1	Peoria
106	Corps should look at passthrough rates in past at Peoria and La Grange.	2	Peoria
107	Chicago Board of Trade delivery points on Illinois River need to be considered in economic model.	3	Peoria
108	Future hydraulic conditions may negate benefits of proposed improvements.	1	Peoria
109	All alternatives underestimate benefits because of rail rate assumptions.	4	Peoria
110	Ratio of volume to delays by not changing lock system, much less could be carried.	1	Peoria
111	Overall matrix wrong - under no action, benefits should be a negative number.	3	Peoria
112	Did the cost/benefit study look at global competitiveness for agriculture commodities - if not, are increases in farm programs considered?	1	Peoria
113	Did Corps consider projected crop increases in study estimates - current studies show production increasing substantially.	2	Peoria
114	Agriculture community increase in barge fees - after all the costs involved, will the fees go up and will agriculture contribute more than current 2 percent?	1	Peoria
115	Will site-specific expenditures for habitat replacement be spent where the damage occurs?	1	Peoria
116	How much money has been spent on environmental studies (presentation 50%) - and are these costs figured into net benefits?	1	Peoria
117	Did the Corps consider that Nov-March (low water period) need 1200-foot chamber, but not other times - Did Corps consider this in calculation of benefits?	1	Peoria
118	Why is Corps sure that traffic on the river going to increase as much as is said?	1	Peoria
119	<i>Why upgrade system when demand for grain is low?</i>	1	Peoria
120	<i>A few months ago the Corps said its preliminary reports showed it was not economically feasible for expansion until at least 2030? What changed?</i>	1	Peoria
121	If system is improved, will cost of grain transport decrease?	1	Quincy
122	Benefit projections are too conservative. Benefits will continue beyond 50 years.	1	Quincy
123	Elasticity data from Iowa should not be used.	1	Quincy
124	Did economic evaluation consider impact of ECU refusal to buy biologically engineered agriculture products?	1	Quincy
125	Did economic evaluation consider influence on economic development of communities - i.e. encourage use of barges that now travel north empty?	1	Quincy
126	Freight rates on Mississippi lag behind rates on Illinois River - need to fix this.	1	Quincy
127	Did Corps figure environmental cost of doing nothing?	1	Quincy

	COMMENT	Times Listed	Workshop Location
128	There is an environmental cost of any transportation improvement. There is an environment and quality of life cost. Cannot make environmental assessment based only on cost of habitat replacement.	1	Quincy
129	More traffic will require more U.S. Coast Guard navigational aid maintenance (\$).	1	Quincy
130	How are costs for habitat restoration determined?	1	Quincy
131	Did future jobs get included in the benefits/cost ratio?	1	Quincy
132	Using Iowa grain demands and applying to Illinois River does not make sense--elasticity too high--did not look at literature--deflates net annual benefits.	3	Quincy
133	How will freight costs be affected--save the freighter money, or will savings be absorbed elsewhere?	2	Quincy
134	In Corps' model assumption, freight rates left the same--why not take into consideration that rails will raise rates--higher rates on river will result in higher rates on rail and vice versa--Corps' model not accurate.	4	Quincy
135	Corps did not consider genetically-enhanced crops which could greatly increase production.	3	Quincy
136	Corps has not looked at capacity issues--looking at averages rather than peak--and that's a big effect on farmers and export markets.	1	Quincy
137	Chicago Board of Trade in 2000 will start using Illinois River as delivery point. Has the Corps considered this?	1	Quincy
138	<i>Why is the Corps elasticity number at least two times higher than literature suggests?</i>	1	Quincy
139	<i>Why does the Corps think rail rates will stay static no matter what option is chosen?</i>	1	Quincy
140	<i>Why are Iowa grain movement numbers used for Illinois?</i>	1	Quincy
141	Does benefit/cost analysis include cost to clean up spills?	1	St. Louis
142	Based on willingness to pay model.	1	St. Louis
143	What would be impact of a large fuel cost increase?	3	St. Louis
144	How many permanent jobs would be created in economically depressed areas?	2	St. Louis
145	Were temp construction jobs included in overall net benefits?	1	St. Louis
146	Has Corps determined economic loss due to export competition ?	1	St. Louis
147	How is economic impact calculated? What about recreation, ancient fish, etc.?	1	St. Louis
148	Has cost to cities of sediment removal for municipal water been considered?	1	St. Louis
149	Increased /decreased benefits from construction of levees, dams, etc.	1	St. Louis
150	What regulates volume of river traffic (explain assumptions in analysis).	1	St. Louis
151	Provide breakdown of benefits listed in annual benefits figures.	2	St. Louis
152	What is cost to industry and other stake-holders due to delays related to construction and other problems?	1	St. Louis
153	What is the basis of assumption of no change in rail rates with increase in barge rates for 50 years and infinite rail capacity?	6	St. Louis
154	How are improvements in agriculture production factored in (assumptions may be too conservative)	1	St. Louis
155	Use of Iowa elasticity is not appropriate.	1	St. Louis
156	How good can 50-year grain demand estimates be when market fluctuates so much?	1	St. Louis
157	How will system-wide environmental results factor into cost/benefits of each alternative (what is the process)?	1	St. Louis
158	Is the entire nation considered in net benefits evaluation or just 5 states?	2	St. Louis

	COMMENT	Times Listed	Workshop Location
159	Concern that cutting back on agriculture. Where is additional grain coming from - Europe and Brazil markets. Apprehensive about US grain. Question logic of figures.	1	St. Louis
160	Concern that dollars are locked in - Has inflation been considered? Will Congress have a voice in this ? When more money is needed.	1	St. Louis
161	Is increase in traffic realistic given apparent present excess capacity?	1	St. Louis
162	What caused tow boat decline in '89?	1	St. Louis
163	Has Corps looked at year around averages comparing high water and low water (ie."wickets up" on Illinois- time of greatest congestion).	1	St. Louis
164	<i>How were elasticity numbers derived? I believe they do not agree with other published data.</i>	1	St. Louis
165	<i>Why were Iowa grain flows used to examine Illinois River elasticity?</i>	1	St. Louis
166	<i>Why does the model assume there is no rail rate reaction if barge rates increase?</i>	1	St. Louis
167	<i>I would want a full explanation of the assumptions used on what regulates the volume of river traffic.</i>	1	St. Louis
168	<i>How did you determine the criteria for setting elasticity numbers?</i>	1	St. Louis
169	The Corps computer model assumes that rails can handle the additional traffic with no increase in rates or costs. This assumption should be revisited and/or sensitivity analysis should be performed.	2	St. Paul
170	I don't understand what the costs and benefits represent without further detail.	1	St. Paul
171	The Corps model is too big and complex for any use. Its results are based on assumptions, not any algorithm.	2	St. Paul
172	The Corps should reconsider economic study information because net benefits of Alternative H are greater than stated.	8	St. Paul
173	What is the annual cost of no action? Can we hear about total systems costs for all alternatives?	11	St. Paul
174	Many industries benefit from navigation system, not just the agriculture industry.	1	St. Paul
175	The No Action Alternative benefits/costs should not be "zero."	1	St. Paul
176	The Corps should put more emphasis in the study on genetic engineering potential to increase crop production.	1	St. Paul
177	In the discussion, the Corps indicated it expected large increases in shipping and did not say why. How can we be planning for significant increases in production at current market prices?	2	St. Paul
178	The Corps must consider the international market and tell us what assumptions are being used in assessing the alternatives (i.e., what will people be eating, what will Brazil be doing, will other people have money to buy from US).	1	St. Paul
179	What will costs be to agriculture and upper Midwest economy if no action is taken? Matrix shows zero. This cannot be, given the actions being taken in South America and China.	1	St. Paul
180	Regarding the No Action Alternative, how much useful life is left in the navigation system? There should be negative numbers associated with the No Action Alternative if the expense is captured and not spent, then there should be some savings.	1	St. Paul
181	How much will barge and agriculture rates increase if nothing is done because of delays? Rates are already up because of two Lock and Dams shut down (26 and 27).	2	St. Paul
182	How dependent are Minnesota farmers on export markets, and what are the negative impacts of delays of prices?	1	St. Paul

	COMMENT	Times Listed	Workshop Location
183	Will this program increase river jobs? May actually lose jobs because of longer barges needing less attention in reassembling at locks.	1	St. Paul
184	Boats on the Ohio River with 1200' locks carry the same crews as the Mississippi River.	1	St. Paul
185	Corps has overestimated the amount of delay they can cut just at locks, because of delays on rest of system (i.e., ports, roads to ports, elevators). System of delays needs to be studied.	2	St. Paul
186	Data from NRCS isn't always up to date.	1	St. Paul
187	<i>How do you justify elasticity variables for grain freight demand that are so different from any other published data?</i>	1	St. Paul
188	The Corps' demand curve for barge transportation in the computer model is wrong and results in understatement of the economic benefits.	1	St. Paul
189	<i>How much higher are barge rates going to go for more delays if nothing is done? This year barge rates are already up over 300% just because of lock and dam shutdowns (26 & 27) and demand.</i>	1	St. Paul
190	<i>What is economic value of impact on recreational boating?</i>	1	St. Paul

ECONOMICS -Impacts on Economy

1	Expanded locks will keep U.S. agricultural economy on top.	1	Bettendorf
2	Benefits identified for small farms compared to major agribusiness and towing industry.	1	Bettendorf
3	Must upgrade locks so we can be competitive with South America.	1	Bettendorf
4	With better transportation system, better/more investment opportunities, employment in region.	1	Bettendorf
5	No benefits to small farmer vs. large agribusiness so all will benefit or not.	1	Bettendorf
6	Study of percent of jobs tied to navigation.	1	Bettendorf
7	No action plan should include 50 million dollar study cost.	1	Bettendorf
8	Who truly is benefiting from this local economy?	1	Bettendorf
9	Increased grain production requires more transportation. Need transportation to be competitive.	1	Bettendorf
10	Need project to allow agriculture industries to remain competitive.	2	Bettendorf
11	Specifically who benefits from project especially economically? List all who benefit. How was benefits estimate derived?	1	Bettendorf
12	Rest of world is upgrading transport. U.S. must also to be competitive.	3	Bettendorf
13	Farmer benefits economically a difference of 20 cents per bushel with barge traffic.	2	Bettendorf
14	Brazil advancing transport fast - competitive threat.	1	Bettendorf
15	Is there a need for the locks? Just like the interstate like the government pays for - fuel tax more for maintenance- important for farmers to stay competitive in world economy- not just barge and farmer benefit, also consumers benefit.	9	Bettendorf
16	Need 1200-foot locks - as a farmer, competition is South America which can take ocean-going vessels. Competition very intense and farmer can fall behind and never catch up.	5	Bettendorf
17	How would Midwest cost of living be affected without river traffic?	3	Bettendorf

	COMMENT	Times Listed	Workshop Location
18	Concerned with long-term economic impacts of not improving system. River traffic is important to farmers to be able to compete.	7	Bettendorf
19	Need for an efficient river transport system in order to compete with foreign countries. Must meet demand.	6	Bettendorf
20	Farmers have invested money over the years to develop and expand world markets, an inefficient river transportation system is detrimental to the farmers - unable to get grain to world markets in a timely fashion.	1	Bettendorf
21	Support plan - needed to compete in world markets.	3	Bettendorf
22	South American production increases will continue to supply our market if we do not improve our lock system, and rainforests will continue to be depleted.	1	Bettendorf
23	Investments (improvements) in the river system will benefit the nation (long term), not only local economy.	1	Bettendorf
24	No action will increase cost of grain and affect us in the marketplace.	1	Bettendorf
25	Lock expansion will trickle down through the economy for savings overall.	1	Bettendorf
26	Expanding foreign markets, especially South America, make this a no-brainer.	1	Bettendorf
27	The number two reason companies locate somewhere is good transportation - so the waterways are key to economic development.	1	Bettendorf
28	42-49% of Illinois grain is for export. We are losing competitive advantage. Favor alternative H - already, loss of exports means farmer can't buy equipment - thus, John Deere is laying off people. Has Corps factored in loss of jobs, etc.?	1	Bettendorf
29	Low enough commodity prices already - something needs to be done to control costs- still absorbing costs because nothing is being done.	3	Bettendorf
30	After Lock and Dam 27 put tows together of 50 barges each - just because a barge nicked lock 26, tariff rates have increased 135% to 295% - representative of what delays do on Mississippi River.	2	Bettendorf
31	Barges bring up gas which keeps prices down.	1	Bettendorf
32	Agricultural policy is volume x loss = profit - more to low prices than river can solve- big companies all over globe - Cargill, ADM.	1	Bettendorf
33	River supports 400,000 jobs in upper Midwest, 90,000 manufacturing, 16% are directly related to river.	1	Bettendorf
34	Modernization is essential to competing in global markets.	1	Bettendorf
35	Locks and dams should be improved to lower cost of living for future generations.	1	Bettendorf
36	Farm margins are getting narrow, which will affect next generation and beyond. River transportation is more economical than truck and impacts less space.	5	Bettendorf
37	U.S. exports 50% of it's soybeans. South America is emerging and threatening in this area. Export balance of payments is threatened if we can't export grain using the riverway.	4	Bettendorf
38	Concerned about economy of region. Lower transportation costs and riverway improvement money will support jobs, including industrial jobs.	2	Bettendorf
39	River is a two-way street. Products used in North come up river. Bigger tows will encourage waterway transport.	1	Bettendorf
40	Got to have the River to take our grain - barge replaces 57 semis and is safer.	5	Bettendorf
41	Support Plan H - will create other business opportunities for communities and businesses along river, and keep up with times.	2	Bettendorf

	COMMENT	Times Listed	Workshop Location
42	Falling behind in navigation - need to maintain and improve navigation system if grain/fertilizer are going to be moved effectively.	1	Bettendorf
43	Navigation system falling way behind - need to keep farmer's grain moving.	1	Bettendorf
44	<i>Our economic wellbeing in this region is highly dependent on low-cost efficient transportation. Barging is the most efficient and environmentally friendly mode.</i>	1	Bettendorf
45	<i>Grain and farm products are the #1 reason the trade deficit is not worse than it is.</i>	1	Bettendorf
46	<i>The no action alternative will remove the ability for U.S. agriculture to compete in the global market place and is <u>not</u> an option.</i>	1	Bettendorf
47	<i>The 1200' locks will help keep the cost of shipping grain down.</i>	1	Bettendorf
48	<i>Improvements are key to agriculture economy and we need improvements on the northern locks and dams as well as the southern ones to keep grain flow from Iowa moving.</i>	1	Bettendorf
49	<i>I am a farmer and delays on the river directly affect the prices I receive for corn and soybeans.</i>	1	Bettendorf
50	<i>We no longer can sit idle and let Brazil and other countries pass us by with their improved systems. We need some sort of plan to keep abreast with the competition. Anything is better than no action at all.</i>	1	Bettendorf
51	<i>To do nothing to an outdated system would mean chaos to the movement of agricultural products.</i>	1	Bettendorf
52	What would be the cost of not improving the system? (Roadways, railways, human costs, air pollution, etc.)	1	DesMoines
53	Agriculture needs long term help to compete internationally. One billion dollars is small compared to immediate aid being considered now.	1	DesMoines
54	Agricultural production has increased from 70 bushels per acre to 150 or 190 bushels per acre since 1941. We need more transportation capacity, so upgrade the locks.	1	DesMoines
55	Need to ensure timely and efficient movement of grains produced in Iowa.	1	DesMoines
56	Maintain viable shipping options for Iowa and provide low cost and efficient transportation.	5	DesMoines
57	<i>In the 1930's, when the navigation project was started, corn yields were 40 bushels per acre. In the 1960's corn yields doubled to 80 bushels per acre. In the 1990's corn yields have doubled again to 160 bushels per acre. If history keeps repeating itself by the 2020's, corn yields will be over 300 bushels per acre. This plan to remodel the navigation system is very important to the farmers in the Midwest. Alternative H is the best possible plan.</i>	1	DesMoines
58	<i>The riverway opens up the world market to sections of Wisconsin that are at a transportation disadvantage.</i>	1	DesMoines
59	<i>Improvements to the 40-year-old navigation system are necessary to maintain efficiency of water transportation.</i>	1	DesMoines
60	<i>The option to do nothing is a poor one, there is too much to lose by doing nothing and much to gain by doing something.</i>	1	DesMoines
61	Concerned American farmers will lose market share if navigability is not upgraded.	1	La Crosse
62	Adequate infrastructure needed to keep prices competitive and support Wisconsin's economy.	1	La Crosse
63	Competitors are using Upper Mississippi River System to gain market shares in world markets.	1	La Crosse

	COMMENT	Times Listed	Workshop Location
64	Need to upgrade current navigation system to remain viable in grain merchandizing.	6	La Crosse
65	Solid economy important. Agricultural-based economy in Midwest needs to maintain infrastructure system/competitiveness to promote solid economy. Good economy provides money to support environmental spending.	6	La Crosse
66	U.S. has one of the cheapest food supplies in the world. Need navigation system in order to move products on the river. Most productive farmland associated with the river.	2	La Crosse
67	Future world demand for grain will increase and will need a transportation system to handle that demand.	1	La Crosse
68	A need for a more efficient waterway system to be competitive with other transportation systems. Keep competitive.	7	La Crosse
69	In favor of improvements to waterway system to benefit grain traffic and improve rates.	5	La Crosse
70	No action would be economic disaster for small Midwest towns.	2	La Crosse
71	Waterway shipment benefits all because it provides competition and lowers cost.	1	La Crosse
72	Domestic grain market is mature. Growth will be in foreign markets. Must be efficient to get market share. Pacific Rim market went to low-cost producers. U.S. needs efficient transportation.	1	La Crosse
73	Grain price/crop production will lead to economic disaster for the Midwest. Farm communities will be hurting soon. Project would help.	1	La Crosse
74	Strong infrastructure resulted in current export market. We need to upgrade to remain competitive globally.	1	La Crosse
75	Concerned about competitive edge (regarding South America and China) if we don't watch what we are doing here (maintaining this river).	1	La Crosse
76	What is happening in South America? Are they improving their system to compete with ours? They can travel 600 to 700 miles inland with dams and locks.	1	La Crosse
77	20 to 30% of farmers' product must be exported in order to obtain a decent price for produce.	1	La Crosse
78	Traffic problems on Mississippi River lower prices for corn and soybeans.	1	La Crosse
79	Regarding corn and soybean crops - if there are no improvements this will affect farming communities.	1	La Crosse
80	Farmers believe that barges are the best way to ship for both environment and cost. Rail rates are much higher than barge rates. Quotes on corn are higher on river than on rail.	1	La Crosse
81	In favor of Alternative H. A need to compete against farmers in South America where a new barge system will be better and more efficient than ours.	1	La Crosse
82	Our high standard of living is tied to our efficient transportation systems.	1	La Crosse
83	Large farm production needs the economic barge system to transport grain. 870 semi trucks equals one 15-barge tow.	1	La Crosse
84	The river system supports the manufacturing economy.	1	La Crosse
85	Farmers have to compete against South America and if costs are not reasonable they will be out in left field.	2	La Crosse
86	Farmers have to be cost-effective. Prices are based on Gulf prices, less shipping costs. In order to stay competitive we must move commodities. South America is already improving their systems, and the U.S. needs to stay in the lead.	3	La Crosse

	COMMENT	Times Listed	Workshop Location
87	River is the most economical means of shipping and we must compete with South America.	1	La Crosse
88	Midwest is currently in the best situation for crops this year. Right now there is a glut of total world grain, but we'll eventually come out of this. Also consider other uses for plants, different kinds of plants, different methods of farming. Still need mass production of grain to keep pace with population growth.	1	La Crosse
89	As technology increases and allows more bushels per acre, we need to be able to do something with that grain. We must do something to improve river transportation efficiency.	1	La Crosse
90	There are two critical economic concerns: More overseas markets and a need for efficient transportation systems to move the commodities. There is a chance for farmers to be positioned when prices go back up again. If farmers can't ship it, they can't sell it.	1	La Crosse
91	It's not just grain moving down the river, also other commodities moving up the river. Not just efficiency for grain but for coal, etc.	1	La Crosse
92	Disagrees that it is a dispute between big business and ecology. It's more an issue of all individuals who will benefit like John Deere, ethanol producers, etc. It's called a National Economy, because we have to see how wide a benefit there is.	6	La Crosse
93	Cost of shipping fertilizer affects the co-op I sell my grain to. It's not an issue of big or small, it's everybody.	2	La Crosse
94	River seems cheapest and safest form of transportation for grain, which is expected to increase in the next few years.	1	La Crosse
95	Farmers depend on river. Must be dependable, efficient, and timely for shippers to be internationally competitive.	1	La Crosse
96	South American competition is going to take away a good portion of our foreign market regardless of our navigation improvements.	1	La Crosse
97	Barge rates went up 10 cents a bushel when Corps announced downstream work on ocks. This is REAL money.	1	La Crosse
98	"Value added" agriculture is hard due to feedlot permit requirements, etc. Competition from South America is very serious, so river navigation is very important for small farmers.	1	La Crosse
99	Navigation improvements can help. Need to keep the railroads from having a strangle hold.	1	La Crosse
100	Some money can be kept locally more than others - (\$300,000 per 10 cent increase in my community).	1	La Crosse
101	Consumers also benefit when input prices can be kept lower. Coal, cement, asphalt, fertilizer.	1	La Crosse
102	Corps has not adequately addressed maintenance on proposed improvements.	1	La Crosse
103	Can't move grain efficiently without waterway. Trucks cannot move Minnesota grain economically. Don't neglect waterway. Support Alternative H.	6	La Crosse

	COMMENT	Times Listed	Workshop Location
104	1.5 million tons of coal per year are shipped up the river. We depend on the rail for 117 tons per year. We need an efficient river system to get fuel to plants, and since it is 60 years old, not sure how long it will last.	1	La Crosse
105	<i>If nothing is done to lock system and delays become longer and longer, what effect will that have on less and less towing companies not wanting to come to the upper Mississippi and Illinois Rivers?</i>	1	La Crosse
106	<i>No change has real dollar cost.</i>	1	La Crosse
107	<i>Our current export markets are the result of a strong infrastructure, we need to upgrade to maintain our global competitiveness.</i>	1	La Crosse
108	<i>I am a farmer concerned about keeping my grain and soybeans competitive with world markets. Barge transportation is the most efficient and economical method. The sixty-year-old system needs updating badly.</i>	1	La Crosse
109	<i>Farmers need to have a cost-effective way to transport grain. Grain prices are based on a Gulf price less shipping cost from the point of delivery. Farmers lose profit when higher barge rates are in effect.</i>	1	La Crosse
110	<i>River transportation also allows cheaper products to be shipped in, thus cutting the profit to our farmers as they must cut costs to compete "globally."</i>	1	La Crosse
111	<i>We need to upgrade the current navigation system in order to stay viable in grain merchandising.</i>	1	La Crosse
112	What is the impact on local economy including recreation, grain prices, construction industry/jobs?	1	Peoria
113	What is impact of increase in barge traffic on all aspects of area economy especially other transportation alternatives - rail/truck?	2	Peoria
114	Illinois River lock improvements very important for better corn/soybean marketing also imports of fertilizer etc.	5	Peoria
115	The no action alternative or the minimal action alternatives will cause economic hardship and provide no environmental benefits.	4	Peoria
116	No action hurts competitiveness in foreign markets.	5	Peoria
117	If no action, more delays which would then increase commodity prices.	3	Peoria
118	South America will have Amazon River system that makes ours outdated. A lot has changed in the world market plus rail going to the river in South America - Corps study may be outdated already - what is the cost to customers of the US and products? Can we compete - ocean vessels can already access the Amazon.	3	Peoria
119	When barges can't get through, the cost to the farmer (me) goes up and this is a problem for farmer survival - also cost of fertilizer coming up river.	1	Peoria
120	Chicago Board of Trade changing delivery points to Illinois river in 2000, so river /agriculture is very important.	1	Peoria
121	System upgrades need to match consumer needs.	7	Peoria
122	Must maintain availability of waterway to continue access to export markets for agricultural commodities.	1	Peoria
123	Increasing lock size would allow quicker passage and saves time to reach export markets	1	Peoria
124	<i>We need to make barge transportation as efficient as possible to keep agricultural input costs as low as possible so our farmers are able to compete in world export markets.</i>	1	Peoria

	COMMENT	Times Listed	Workshop Location
125	<i>The river system is one of the main vehicles for balance of trade for the U.S. I endorse plan F.</i>	1	Peoria
126	<i>The current river system from Grafton north to St. Paul and Chicago is inefficient and if not fixed soon will push American agriculture exports out of competitive world markets.</i>	1	Peoria
127	<i>With no action we cannot compete with other countries and we will lose economically.</i>	1	Peoria
128	<i>Taking no action or a reduced option will cause severe economic hardship in US and not provide any environmental benefits.</i>	1	Peoria
129	<i>The goal is to keep American farm products competitive in the world market.</i>	1	Peoria
130	<i>I am concerned that this project evaluation is short-sighted. Our country needs a viable and modern waterway system for commodity export and import. I do not believe building 600' lock extensions on existing 600' locks addresses the fact that the original locks are 60 years old.</i>	1	Peoria
131	If the system is not improved, serious loss of business to farmers from foreign competition (South America moving ahead).	7	Quincy
132	Farmers get 10 cents per bushel more using river transport (similar benefits for other commodities).	7	Quincy
133	Basis is less because of delays at Lock 27.	1	Quincy
134	No action will hurt entire river in international economic competition (both imports and exports).	6	Quincy
135	No action will increase cost of other forms of transportation and lead to lost jobs and lost opportunities in trade.	1	Quincy
136	What will the cost to the county be if no action taken?	1	Quincy
137	Important goal of study should be to achieve efficient transport to compete with foreign business.	2	Quincy
138	Concern that US will lose out to South America because their water transport system is improving rapidly.	1	Quincy
139	If we don't do something, we are going to get wiped out. Competition from multiple transportation modes keeps prices down.	1	Quincy
140	Navigation is an essential component of Midwest (and national) economy--and can be environmentally net-beneficial and safety.	3	Quincy
141	Doing nothing is a disaster--global markets require efficiency in moving product.	6	Quincy
142	<i>These improvements will ensure that we as US producers will be a competitive choice for our international customers.</i>	1	Quincy
143	<i>Increasing tows will move more product to international markets and increase America's productivity.</i>	1	Quincy
144	No change will continue inefficiencies and give edge to other countries.	5	St. Louis
145	Delays lead to cost increases for consumer and producer.	6	St. Louis
146	No change alternative will have adverse economic impacts on average citizen.	1	St. Louis
147	If cost of shipping goes up, it will affect price of farmer's grain.	1	St. Louis
148	Cost to nation associated with capacity limitations (for each alternative).	2	St. Louis
149	Consider cost/impact from international competition if no improvements are made.	5	St. Louis
150	Biggest concern is loss of export of products.	1	St. Louis
151	River system must grow. Expansion will allow agriculture to grow and eliminate dependence on government.	1	St. Louis

COMMENT	Times Listed	Workshop Location
152 Value of products moving up and down stream.	1	St. Louis
153 Farm production per acre is increasing - transport needed.	1	St. Louis
154 As farmer goes, so goes the nation. Fertilizer companies are working both South and North America. We are shooting ourselves in foot by rejecting actions that keep North America farmers more efficient. Others (Brazil) have the land climate and water.	1	St. Louis
155 <i>Lack of navigation capacity is producing transportation inefficiencies. These inefficiencies are lowering farm revenue and increasing our competitors' position in world grain and agricultural markets.</i>	1	St. Louis
156 <i>The high quality of life that water-borne transportation has given us should be taken into account and preserved.</i>	1	St. Louis
157 <i>Delays increase barge prices with the extra cost going to producers and eventually consumers.</i>	1	St. Louis
158 <i>No change will continue economic inefficiencies giving economic advantage to other countries.</i>	1	St. Louis
159 About 66% of US exported grain moves via the Upper Mississippi River System. This is the most cost-effective means of transporting grain and causes the least amount of pollution.	2	St. Paul
160 The river is important to individual farmers. Failure to modernize will result in the US surrendering leadership in world grain markets to our competitors.	2	St. Paul
161 Farmers have already paid for 1/2 of the cost of modernizing the Upper Mississippi River System through a 20 cent fuel tax. Congress should authorize and fund \$600 million over the next 12-15 years to allow Midwest farmers to remain competitive in world grain markets.	1	St. Paul
162 Concerned about delays at locks and dams due to lack of improvements and its economic value.	9	St. Paul
163 The use of the waterway is the most economical means for transportation and the most environmentally friendly.	8	St. Paul
164 The global market/economy really dictates waterway usage.	10	St. Paul
165 The value of the current infrastructure and future improvements needs to be considered as foreign competition increase their infrastructure.	11	St. Paul
166 Concerned about keeping US agriculture competitive in the global market. Must maintain cost effective and environmentally sound transportation system..	2	St. Paul
167 Barges save about \$10 per ton on fertilizer costs, this equates to about \$10 million in Minnesota (est.). This helps to keep farmers competitive on the cost side.	1	St. Paul
168 As a region without a nearby port, navigation is important for the region's competitive position among U.S. producing regions and to remain a part of the overall U.S. agriculture economy.	1	St. Paul
169 While we have a glut of soybeans in Minnesota, beans are being imported into the US from South America in the southern US. We should be able to lower our prices and buy at home.	1	St. Paul
170 Farm economy is in a lull, aiding farmers in downturn. I see this project as a way of lowering farmer's transportation costs and comes back as a savings you won't have to take from another area.	3	St. Paul

	COMMENT	Times Listed	Workshop Location
171	With main chamber shut down, Lock 27 in July cost farmers 4 cents a bushel (up to 40 tows waiting). What will be the effect if no action is taken?	1	St. Paul
172	Farm efficiencies have produced the lowest food costs in the US over the rest of the world. If the US fails to maintain/improve system, US costs for food will also rise.	1	St. Paul
173	There is more competition, not less, in Gulf. Portland and Quebec costs higher because it is more expensive to get there.	1	St. Paul
174	Producers are also concerned about the environment, but the old system needs updating, especially considering South American changes. Strongly supports Alternative H.	1	St. Paul
175	You can't be green if you are in the red. Our nation's affluence gives up the ability to then worry about the environment.	1	St. Paul
176	Vast majority of Minnesota commodities are exported out of state. We need to expand and improve all of our transportation systems, especially the river system.	1	St. Paul
177	The navigation system is vital. We are already putting corn on the ground now. The ports are not able to handle all that we can produce. 80% is shipped out.	1	St. Paul
178	<i>Without efficient waterway system, economic structure declines and there will be less money available in the communities.</i>	1	St. Paul
179	<i>The lock and dams must be expanded to provide competitive movement of commerce throughout the world. The American farmer needs the lock expansion to move commodities at the lowest price to international markets.</i>	1	St. Paul
180	<i>The increase in lock capacity will result in the creation of other constriction points in the system, like inadequate terminals, inadequate local port roads, inadequate country elevator capacities, etc.</i>	1	St. Paul
181	<i>Lower transportation costs benefit the farmers' bottom line. Since we are spending billions on support this year, does this study take into account savings from increased farm revenues?</i>	1	St. Paul

ECONOMICS - Comparison To Other Transport Modes

1	Costs associated with rail/trucks to move commodity vs. increased dredging costs.	1	Bettendorf
2	Did study compare environmental cost/benefits of waterway transport with other transport.	2	Bettendorf
3	If project helps barge companies, will rail companies demand improvements? Will economic benefits stay with barge companies or will some be passed along?	1	Bettendorf
4	200 rail cars in one 15-barge tow cost one third of land transport cost.	4	Bettendorf
5	How does barge export compare to other modes of transportation? How do Federal subsidies for each transportation mode figure into this?	1	Bettendorf
6	Shipping concrete to Twin Cities costs three times as much by rail. Estimate seven time the cost, for shipping grain to New Orleans by truck.	1	Bettendorf
7	Barge's rates keep control on other's rates.	1	Bettendorf
8	Navigation is part of overall transport system - what are the impacts of Corps' alternatives to other modes - highway, rail, air, etc. - so we can build that into our projections.	1	Bettendorf

	COMMENT	Times Listed	Workshop Location
9	Barges more efficient than rail - trucks create more pollution than barge or rail and they have the business now.	5	Bettendorf
10	The economic and environmental study should look at the effect of alternate transportation modes (truck, rail) if we do not improve the navigation system.	2	Bettendorf
11	1985 IDOT and Iowa Corn Promotion Board study shows rail is the most fuel-efficient way to ship to European and Japanese markets.	1	Bettendorf
12	Before improvements to the navigation system, there should be a study to look at improvements to the rail system and more advanced barge system that will be efficient and not result in changes to the river.	1	Bettendorf
13	Waterway transport more fuel efficient and safer.	1	Bettendorf
14	Does study consider indirect effects on rest of transportation system?	3	Bettendorf
15	River transportation is efficient, rail is not efficient due to availability.	2	Bettendorf
16	Rail transport has to be one option to be considered for farmers that don't live near the river. Barge is heavily subsidized.	1	Bettendorf
17	<i>Transportation on the river should be upgraded on a par with all other forms of transportation - highways, airports, railways, etc.</i>	1	Bettendorf
18	<i>Barge transportation is far less expensive, uses far less fuel and pollutes less than other forms of transportation.</i>	1	Bettendorf
19	<i>According to the USDOT, one gallon of fuel in a towboat can carry one ton of freight 2-1/2 times farther than by rail and 9 times farther than by truck.</i>	1	Bettendorf
20	<i>The Corps should plan and develop a strong intermodal transportation system that involves all modes of transportation.</i>	1	Bettendorf
21	<i>If no action is taken I'm concerned that the river will go the same way as the railroads. Since the demise of railroads, truck traffic has deteriorated state and federal highways, costing us billions of dollars. If the locks are not improved, it will put an additional burden on the highway system.</i>	1	Bettendorf
22	<i>Why not develop rail for grain transport?</i>	1	Bettendorf
23	<i>Reevaluate rail rates - not raising for 50 years? Seems unbelievable.</i>	1	Bettendorf
24	<i>If this effort fails, will rails be built to handle grains and at what cost?</i>	1	Bettendorf
25	<i>In determining environmental impact has the Corps considered the benefits of barge use versus railcar and truck-trailer use?</i>	1	Bettendorf
26	<i>If nothing is done, would other transportation forms develop or expand to respond to the increased demand?</i>	1	Bettendorf
27	<i>The Corps study doesn't take into account the fact that barges help keep rail and truck freight costs down.</i>	1	Bettendorf
28	Is a place for rail transport (east - west transport for example) but also a place for barge transport with better scheduling.	1	Bettendorf
29	Need comprehensive report from rail industry on their data to compare cost effectiveness.	2	DesMoines
30	In regards to the rail system being gone, let's bring it back and have same options.	5	DesMoines
31	Need to look at rail transportation. Corps has not captured positive net benefits.	4	DesMoines
32	Other alternatives should be considered, like increased funding for railways.	1	DesMoines
33	Can other modes of transportation become as economical as navigation on the riverway if subsidy is withdrawn?	2	DesMoines

	COMMENT	Times Listed	Workshop Location
34	This presentation is one-sided. I want to hear more from agri-business and their view of rail capacity.	1	DesMoines
35	The whole transportation system - railway, barges, and roadways - all need to be upgraded to meet farm demand.	1	DesMoines
36	Corps should initiate Plan I: The Railroad Option. Spend \$1 billion on rail and how would that effect the economy?	7	DesMoines
37	Export at most economical cost. Lower cost of fuel and lower pollution by barge transportation. Also consider rail improvements.	3	DesMoines
38	<i>Professor Baumel's new study shows that rail is actually the most fuel efficient means of shipping corn and soybeans. I believe the economic problem cannot be addressed until a similar comprehensive report is conducted on rail transportation.</i>	1	DesMoines
39	<i>Does the economic study still include intermodal shifts, i.e., movement by rail or truck?</i>	1	DesMoines
40	<i>Waterway travel helps keep the overall transportation system in balance.</i>	1	DesMoines
41	<i>Concerned about resultant disadvantages to other transportation forms.</i>	1	DesMoines
42	<i>Why not put more dollars into increasing capacity of the railroads instead of the barges? Corps appears to be subsidizing one form of transportation over another.</i>	1	DesMoines
43	Does the economic analysis include modes of transportation other than barges and new technologies?	1	La Crosse
44	Consider other forms of transportation. Would the other forms offer better return on public investment?	2	La Crosse
45	Should consider environmental benefits compared to other transportation system, like fuel efficiency, and less greenhouse gas.	2	La Crosse
46	Has the Corps considered the cost of alternative modes of transportation for moving grain?	1	La Crosse
47	If not built how will products move? Will entire transportation system be self limiting? What is the cost to production system if other modes are used?	2	La Crosse
48	Look at financial issues with other transportation methods.	1	La Crosse
49	Barges are the most economical form of transportation. Don't believe that rail/truck can handle it.	2	La Crosse
50	Rail transportation could handle this business and hire local people and pay local taxes.	1	La Crosse
51	How do railroad rates get set? Was that taken into account in the benefit/cost calculations?	1	La Crosse
52	Did cost/benefit analysis include evaluation of impacts on other modes of transportation under the No Action Alternative (i.e. accelerated degradation of other types of transportation due to increased use)?	3	La Crosse
53	Does not feel that improvements in river navigation will negatively impact other forms of transportation.	1	La Crosse
54	Waterway travel helps keep transportation system in balance.	1	La Crosse
55	Rail shipment does not meet requirements and can't handle current volume.	1	La Crosse
56	If rail was to be used instead of barging, there would have to be a massive expansion in the rail system.	1	La Crosse

	COMMENT	Times Listed	Workshop Location
57	Two of the three main line tracks were there when I started 30 years ago, but they could not make it. If rail was to be used for transport, they too would have to be subsidized.	1	La Crosse
58	The University of Iowa did a barge industry study that proved that the barge industry is obsolete. Product can be hauled faster and cheaper by other means.	1	La Crosse
59	Where are the studies on alternative transportation?	1	La Crosse
60	No other transportation options to move commodities. Truck or rail can't do it.	1	La Crosse
61	Improving railroad will help improve transportation.	1	La Crosse
62	Rail and truck transportation can't handle the entire load. Barge system is economically and environmentally friendly.	1	La Crosse
63	Railroads are unreliable in serving local elevators.	1	La Crosse
64	<i>It is crucial to our agriculture system to maintain and upgrade a river lock system for economic and environmental reasons. The costs associated with moving products on the river are significantly less than any other system we have. It is much cleaner moving products by water, i.e., air pollution.</i>	1	La Crosse
65	<i>What would the gain in jobs be if the predicted increase in grain would go by other modes of transportation?</i>	1	La Crosse
66	<i>I don't feel we should further subsidize the barge industry when there are alternatives such as rail.</i>	1	La Crosse
67	<i>This effort is being done looking at water-based navigation, in the economic analysis has any consideration been given to shipping using other means? How might new technologies be utilized?</i>	1	La Crosse
68	Don't feel we should further subsidize the barge industry when other alternatives are available such as rail.	1	La Crosse
69	What is the comparison with environmental impact of all forms of transport - water, rail, truck?	1	Peoria
70	Explain factors that go into calculations for river transport compared to rail/truck.	1	Peoria
71	Are rail/truck costs going to add that much to product? How do they compare to barge costs?	1	Peoria
72	Concern that without project there will be an increased demand on rail and truck transport that will lead to even greater costs.	8	Peoria
73	Corps should make available a factual comparison of all costs between barge, rail and truck.	7	Peoria
74	Can environmental impacts of truck/rail be compared to barge?	1	Peoria
75	Not true that rail/truck can accommodate agricultural loads - several years grain laying on ground because not enough rail cars (1993 floods) (lock closures).	2	Peoria
76	<i>We need locks that can be competitive with other modes of transportation.</i>	1	Peoria
77	<i>The Peoria Journal Star quoted a Sierra Club representative as stating that fuel costs for transporting by barge are more expensive than by rail. I do not believe this and would like the Corps to investigate this and publish the true data.</i>	1	Peoria
78	Just a few states have access to the Illinois and Mississippi Rivers - would it be equitable to put some into rail?	1	Peoria
79	Have to have all modes of transportation to make U.S. work - if don't have river system, will raise cost of commodities.	2	Peoria
80	Would like to see comparative cost of shipping via various transportation modes.	1	Quincy

	COMMENT	Times Listed	Workshop Location
81	Compared to other transportation costs (interstates, bridges), river improvements cheaper--very feasible to make the lock changes--need 200 locks and dams--interstates/bridges paid for by taxpayers--can't see why any question about the price.	2	Quincy
82	What is relative energy efficiency of rail vs river transport?	3	St. Louis
83	What is cost of moving all product in non-river systems?	1	St. Louis
84	Has capacity of alternative modes of transport been considered?	1	St. Louis
85	How will truck traffic increase with no action and with each alternative?	1	St. Louis
86	Compare "in-study" environmental impact/cost of rail or truck to water(environmental cleanup cost).	3	St. Louis
87	Air pollution control benefits - why is Corps not talking about this and fuel consumption related to different transport - Has Corps included as a benefit?	1	St. Louis
88	<i>The Corps model assumes that rail rates will not rise with barge rates, could you explain this? I believe this assumption is erroneous.</i>	1	St. Louis
89	Concerned about huge volume of traffic, which needs competition among the other transportation methods to keep rates low. Railroad system cannot handle capacity when the locks are being repaired. Concerned about volatile shipping rates.	1	St. Paul
90	Water transportation is much more efficient and less costly to the environment than shipping by railroad or truck.	1	St. Paul
91	If the No Action Alternative is taken, how much will people want to pay to redo truck and railway systems to make up for no river improvements?	1	St. Paul
92	When the Corps made benefits assumption, were they looking at steady rail rates or increasing and grain production increases or just the same?	1	St. Paul
93	We assume rail is bad, but maybe should be focusing on getting grain to highest price ports such as Portland and Quebec, rather than lowest price in Gulf. Need more competition among buyers and a flexible transportation system to do this. Look seriously at rail. Maybe funding programs to do this.	1	St. Paul
94	I do not feel the Corps study adequately addresses the cost environmentally and economically of shifting the increased commercial volumes to highway and rail.	1	St. Paul
95	Rail transportation opportunities have decreased and the public is against increased rail traffic or improvements to the rail system.	10	St. Paul
96	Other transportation systems have increased their capacities, barge tows need to keep pace with the increases.	4	St. Paul
97	No multi-modal transportation alternatives seem to have been considered.	1	St. Paul
98	Ought to use the railroad to transport grain. It's already there, let's use it.	1	St. Paul
99	Would like to see a study done to see which is most cost-efficient, environmentally sound, and fastest transportation system.	2	St. Paul
100	The river is a good check and balance for all freight in the US. Any impact on truck/rail/river will overburden the others, which will drive up costs and create further congestion.	3	St. Paul
101	Corps has considered truck and rail issues, but it has not been presented at these meetings.	1	St. Paul
102	<i>How will any improvement impact rail or truck operations?</i>	1	St. Paul
103	<i>Rails are at capacity and I don't see much additional room for trucks on our highways.</i>	1	St. Paul

	COMMENT	Times Listed	Workshop Location
104	<i>Grain sits for weeks, even months, before shipping, why is time so crucial and if it is, let market decide the time frame - trains may be quicker.</i>	1	St. Paul
ECONOMICS - Project Funding			
1	Taxpayer funds should not be used for transportation at the expense of fish and wildlife.	1	Bettendorf
2	An alternative that considers funding available for actual construction and how funding level would affect the benefits.	1	Bettendorf
3	46 million dollars available through fuel tax, i.e., money is available.	1	Bettendorf
4	Commercial users generate approximately 100 million dollars per year for projects through tax. Fifty percent to be used for infrastructure and major rehab.	1	Bettendorf
5	Ohio River already received 1200-foot lock - Mississippi River regularly has collected 40 percent of fuel tax but only gets 15 percent back. Time for Mississippi River to get its share. Important for farmers to compete with South America.	7	Bettendorf
6	How will improvements be funded?	1	Bettendorf
7	Inland Waterways Trust Fund available and projected to have a \$20 billion surplus in 2010.	1	Bettendorf
8	How will all this be paid for? Increase tax rate on fuel?	1	Bettendorf
9	As farmers, the money that has been paid into the Inland Waterways Trust Fund should be applied to the Mississippi River and not other rivers.	2	Bettendorf
10	<i>Why do we subsidize the barge industry?</i>	1	Bettendorf
11	How will the Corps ensure that the Upper Mississippi gets its share of the trust fund compared to the Ohio River?	1	DesMoines
12	Upper Mississippi producers (farmers) are not getting a "fair share."	1	DesMoines
13	Navigation problems are not public problems - we don't subsidize railroads.	1	DesMoines
14	Does the barge industry pay its own way?	1	DesMoines
15	Lot of infrastructure difficulties magnified when grain is left to sit and toxify. Infrastructure not there to address that. Mississippi River improvements would not solve those problems. How much are users of the river paying? Other welfare systems (corporate subsidies) are never touched compared to social welfare. Must get rid of export and extractive models.	1	DesMoines
16	<i>I don't feel the public should be providing cheap river transportation for the large multinational agricultural corporations.</i>	1	DesMoines
17	<i>The river traffic should be competitive with rail and truck transportation not subsidized by the public.</i>	1	DesMoines
18	If no action alternative is chosen, where will funds for environmental protection come from?	1	La Crosse
19	Farmers have already paid for half of the costs for navigation systems. Shippers have paid 40% in the Inland Waterways Trust Fund and received 14% historically in	2	La Crosse
20	How much of the cost was picked up by the barge companies?	2	La Crosse
21	Why does the system need to be subsidized? Were global climate change impacts on Mississippi Waterway agriculture over recent 50 years considered?	5	La Crosse
22	Who pays for the projects? Who realizes the benefits?	1	La Crosse

COMMENT	Times Listed	Workshop Location
23 Have corporation fund project so taxes stay low.	1	La Crosse
24 <i>Barge companies should pay more fees and/or taxes based on the cost of the alternative chosen in the study.</i>	1	La Crosse
25 <i>Stop helping ADM, Cargill and other companies trash the river just so they can do business "faster."</i>	1	La Crosse
26 <i>Charge a fee for commercial use.</i>	1	La Crosse
27 <i>I don't want my tax dollars being wasted to turn the Mississippi River into a navigational canal.</i>	1	La Crosse
28 <i>I live at Lock 11 and I support the no action alternative. I don't think taxpayers should subsidize large corporate concerns who buy congressional votes and profit the most.</i>	1	La Crosse
29 <i>Who pays the costs for alternative plans and who benefits from the savings?</i>	1	La Crosse
30 Can navigation funding include sediment removal (dredging) for mitigation of sediment caused by locks and dams?	1	Peoria
31 What percent of the funding will be spent on habitat improvement/mitigation?	1	Peoria
32 Will funding this project take funds from some other project that could provide benefit to project region?	1	Peoria
33 Who is specifically paying for improvements?	1	Peoria
34 More recognition in plan of the role of the fuel tax in paying for improvements	1	Peoria
35 Why hasn't the upper Miss and IL Rivers gotten more money from trust fund	1	Peoria
36 Who pays for the construction of improvements and annual costs?	1	Peoria
37 Concern who will pay for the improvements.	2	Peoria
38 Will trust fund have adequate revenue to complete project in timely basis (or will Ohio River get it)?	1	Peoria
39 <i>Is this worthwhile use of tax dollars? Who benefits vs. who pays? Social costs vs. social benefits?</i>	1	Peoria
40 <i>Total cost to taxpayer is too much. Are we subsidizing the barge owners completely?</i>	1	Peoria
41 <i>We know the taxpayers pay but who reaps the benefits? I would feel better about expenditure of tax dollars if barge industry paid their way through a user tax, this is only fair.</i>	1	Peoria
42 Why is the Trust Fund not being used to maintain river system?	1	Quincy
43 Has any consideration been given to barge industry paying for construction and thus having more control over this and riding herd over Corps--cost overruns.	1	Quincy
44 300 million dollars in deferred maintenance on Mississippi River, the Ohio River getting lots of dollars, discrepancy in how funds are allocated.	1	Quincy
45 This region creates 40% of dollars and only gets to keep 15%.	2	Quincy
46 <i>I'm in favor of improving and lengthening the locks but I am concerned about exorbitant costs that government agencies seem willing to pay.</i>	1	Quincy
47 <i>Has any thought been given to having the barge lines issue tax free bonds and pay the interest to fund any of this?</i>	1	Quincy
48 Does fuel tax pay for costs?	1	St. Louis
49 It is upper Mississippi turn to get trust funds back?	2	St. Louis
50 Explain that commercial industry will pay part of cost through Inland Waterway Trust Fund.	3	St. Louis
51 Besides Inland water tax, where will funding come from?	1	St. Louis

	COMMENT	Times Listed	Workshop Location
52	Corps maintenance budget is very inadequate.	5	St. Louis
53	Emphasis is on Mississippi River to detriment of Illinois River.	1	St. Louis
54	Has the Corps considered that 15% of trust fund is spent on Upper Mississippi when much more than that is contributed to fund from this area?	5	St. Louis
55	<i>How will these costs be financed?</i>	1	St. Louis
56	How will alternative plans be financed? Why not by users like barge companies, grain companies, and farmers? Understand that money is from General Fund of the US Treasury. Why not more on this in the presentation?	2	St. Paul
57	Understand that half of the capital cost comes from the users through a fuel tax.	1	St. Paul
58	The total operations and maintenance costs are covered by the taxpayers. Users pay nothing.	1	St. Paul
59	What percent of the total cost will be paid by fuel tax (long term, not just construction costs)?	1	St. Paul
60	Who pays for the environmental management program costs?	1	St. Paul
61	Farmers are always getting stuck covering transportation costs.	1	St. Paul
62	In the Corps costs, is this new money? How does the Trust Fund fit into this (money already collected)?	1	St. Paul
63	<i>Concerned about the cost/benefit ratio to taxpayers and citizens.</i>	1	St. Paul
64	<i>Quantify the cumulative effects of the existing navigation system and identify who will pay the costs of expansion and who reaps the benefits.</i>	1	St. Paul
65	<i>Why shouldn't 100% of system maintenance and expansion be paid by barge operators, grain companies, and farmers?</i>	1	St. Paul

OPERATIONS -Barge/Locks Scheduling

1	Has Corps considered a traffic control system for barges similar to air traffic control? If not, will Corps consider this?	2	Bettendorf
2	Is there a maximum tow length by law? Could a law be passed to do this?	2	Bettendorf
3	What percent of year are locks and dams at Peoria and LaGrange not needed?	1	Bettendorf
4	How much of the delay problem is caused by the barge companies (scheduling)? Has a barge arrival scheduling plan been looked at as a small-scale improvement?	1	Bettendorf
5	Is a place for rail transport (east - west transport for example) but also a place for barge transport with better scheduling.	1	Bettendorf
6	Favor no action plan - but must consider barge <u>scheduling</u> . There is a limit to how much traffic the river can handle.	1	Bettendorf
7	Why isn't there better scheduling of tows so that they don't back up at the locks?	1	DesMoines
8	Would like to see figures related to time delays with on-loading/off-loading tows compared to current delays in locking.	1	La Crosse
9	Has consideration been given to scheduling barge traffic to prevent backups, such as a "lock slot" similar to an airplane slot at a terminal?	2	Peoria
10	We could have a 12-month season past (mile?) 325 (we do have a 12-month season that far).	1	Quincy

	COMMENT	Times Listed	Workshop Location
11	Corps must be more flexible in seasonal shipping schedules.	1	Quincy
12	Illinois River with passthrough at LaGrange/Peoria - need to look harder at the peak time uses during low-water levels.	2	Quincy
13	<i>Shipping season on the Mississippi River seems to be historically set by the Corps. With the proposed improvements, will the Corps permit an extended shipping season?</i>	1	Quincy
14	<i>Peoria and LaGrange locks are down 50% of the time. Why aren't the locks up during the peak harvest time in the fall?</i>	1	St. Louis
OPERATIONS - Maintenance			
1	What are losses now due to less-than-adequate and old lock system? Maintenance needs force closure sometimes	1	Bettendorf
2	Concerned with inefficiencies with lock and dam system.	1	Bettendorf
3	Sediment from construction and operation of lock - how will sediment be dredged and handled (dispose)?	1	Bettendorf
4	Lock system needs to be maintained.	1	Bettendorf
5	When dredging river, Corps turns around and makes a pile in river - why not put on levee side?	1	Bettendorf
6	<i>How does the Corps plan on keeping up with increased traffic flow if no action is taken?</i>	1	Bettendorf
7	EMP money is very small compared to maintenance costs, and both should be maintained together.	1	La Crosse
8	Current system is adequate, if properly maintained.	1	La Crosse
9	Concerned about age of existing system.	2	La Crosse
10	Was additional cost included for delays in channel maintenance activities? Have to break out to let commercial vehicles pass, delaying maintenance work. Was that cost included? More maintenance for both channels and locks/dams.	1	La Crosse
11	Pool 8 Swing Railroad Bridge (4th most hit in the Mississippi River System) also slows traffic. It is a bottleneck that railroad controls.	1	La Crosse
12	Consider water level management to control "spikiness" of those levels and manage barge traffic this way.	1	Peoria
13	Would it be feasible for barges on the Illinois River to run when wickets are down - storing grain until the water is right to run over the pass?	1	Peoria
14	<i>Concerned about water level management to eliminate "spiking."</i>	1	Peoria
15	How come Corps did not figure in cost of repair of existing locks (some nearing end of life expectancy) Crane cannot get across dam at 24.	1	Quincy
16	Did Corps build into figures increases in O&M costs?	1	St. Louis
17	Corps maintenance budget is very inadequate.	5	St. Louis
18	Economic analysis should address increased maintenance of 50-year-old structures. Will new construction eliminate need for deferred maintenance?	4	St. Louis
19	Is Corps the proper agency to maintain locks if locks are so poorly maintained. Turn system over to DOT.	1	St. Louis
20	Concerned about the age of the lock system and the lack of competitiveness due to the age and in relation to world markets.	7	St. Paul

	COMMENT	Times Listed	Workshop Location
21	Concerned about age of total system, even beyond Alternative H plan. Concerned about improvements, maintenance and repairs. What's the next bottleneck in the whole riverway system?	8	St. Paul
22	Has the Corps considered the impact on rural communities regarding maintenance and repair during shipping season (Lock and Dam 26)?	1	St. Paul
23	What are assumptions about how the age of the infrastructure limits capacity? Political stress between Operations/Maintenance and new construction. How does this affect system capacity and efficiency?	1	St. Paul
24	Locks at the lower end need more repair/renovation than those in the upper part of the system.	1	St. Paul
OPERATIONS - Safety			
1	Barges fleet at night without lights-where is their credibility?	1	Bettendorf
2	Water transport is safer than other types.	1	Bettendorf
3	Environmentally much more safe to run one tow through rather than untying and tying-up barges - lot less damage.	6	Bettendorf
4	Having one tow would increase safety factor for river workers plus fewer barges getting loose.	1	Bettendorf
5	30 waterborne fatalities annually compared to 1,194 rail fatalities and 41,508 motor vehicles.	2	Bettendorf
6	River transportation is substantially safer than the other modes of transportation.	1	La Crosse
7	Water safety issues on Illinois River need to be addressed, due to increased use - may be state + federal.	1	Peoria
8	<i>No other mode of transportation in the U.S. can deliver hazardous commodities as safely as the river industry. Trains and trucks cannot match the safety record of barge traffic.</i>	1	Peoria
9	More traffic means more accidents (groundings, usually not "spills," bumps into wickets, locks, some "red flags," chemicals) on the river, but Dr. Maulk (1998 Allegheny) shows better outcomes than other modes of transportation.	1	Quincy
10	Corps should address safety issues - will increase in traffic increase safety problems?	1	Quincy
11	Higher volume of traffic does not mean more marine mishaps but consequences of doing nothing contributes to accidents when money pushes operators.	1	Quincy
12	Safer to not have to break a tow.	1	Quincy
13	On benefit side, did the Corps take into consideration loss of life related to trucks/rail?	1	Quincy
14	Compare safety (injury rates) of 1200-foot guidewall, 600-foot lock and 1200-foot lock and assigned benefits.	3	St. Louis
15	Consider relative safety records of different transportation modes(4).	5	St. Louis
16	Is value of human lives considered (more loss of life on roads)?	1	St. Louis
17	<i>Were safety issues considered between 1200-foot locks and 1200-foot guide walls with powered kevels?</i>	1	St. Louis
18	Safety and environmental benefits to public will increase due to waterway use.	9	St. Paul

	COMMENT	Times Listed	Workshop Location
OTHER ISSUES - Environmental Studies Not Complete			
1	Limit serious construction - take care of siltation and sedimentation problems - impact on aquatic life - why having meeting before all studies done on environment?	3	Bettendorf
2	<i>Why are public meetings being held prior to the completion of the impact study?</i>	1	Bettendorf
3	<i>Concerned about the health of the river, concerned that not enough study on environmental impacts has taken place.</i>	1	Bettendorf
4	<i>Concerned that the EIS documents are outdated.</i>	1	Bettendorf
5	No environmental baseline studies to compare environmental impacts/costs to. Why are land use issues separated from aquatic issues?	1	Bettendorf
6	Draft documents, so far, do not have enough data to allow good forecasts of what happens to environment. Can't tell what the environmental costs will be.	1	DesMoines
7	Need more environmental data, including existing levels of damage. Need moratorium until that is done.	2	DesMoines
8	<i>I'm puzzled to learn that these presentations were made before the environmental assessment was completed. Isn't that an important consideration?</i>	1	DesMoines
9	The environmental studies will not completed in time to be factored into the NED.	5	La Crosse
10	Concerned about the fact that the presentation did not factor in cost of maintaining or restoring environment. Studies are not complete.	2	La Crosse
11	Concern about lack of environmental information in presentation. Would like to make comment on environmental issues, but nothing was presented to comment on.	1	La Crosse
12	Environmental studies are incomplete. What is the impact of no locks and dams at	4	La Crosse
13	Poor environmental data collection. Just used mathematical model. I can't make a decision, as a river manager, on a model without any data in it.	1	La Crosse
14	No upgrades should be done until full impacts are known and analysis completed.	1	La Crosse
15	Concerns over timing of release dates. EIS should precede public input on schedule.	5	La Crosse
16	How can alternative plans be decided until we have all costs related to them?	1	La Crosse
17	<i>Do you think the data collected for the environmental studies is adequate to address the question of what will be the ecological costs?</i>	1	La Crosse
18	It would have been nice to wait for public meeting and input until the environmental costs are quantified, not just the economic costs.	2	St. Paul
19	Currently cannot support ANY alternative due to the lack of environmental data.	2	St. Paul
20	Inappropriate to have to comment on the study without having the system-wide environmental costs.	1	St. Paul
21	I want to make sure that the Corps gets information from environmental study group before they make their recommendation.	2	St. Paul
22	<i>Environmental reports not based on adequate data.</i>	1	St. Paul
23	<i>Do not proceed with any expansion until the navigation study is complete, including quantified values for environmental losses and restoration estimates.</i>	1	St. Paul

OTHER ISSUES - General Study Approach/Assumptions

1	Should be no expansion - kept for wild life. Rarely a congestion of barges, don't see a need for project.	1	Bettendorf
2	Concern with assumption that crop yields double without any environmental impact and it's silly to assume that it will happen over 50-year project life.	1	Bettendorf

	COMMENT	Times Listed	Workshop Location
3	Most of the discussion is on economic and waterway improvements. Would like more information on environmental benefits. Would moving barges through faster have environmental benefits? Want more concrete information from \$27 million environmental study.	3	Bettendorf
4	Has the Corps weighed the positive return of this project vs. the costs of other government projects that are not as beneficial to the nation?	1	Bettendorf
5	Were habitat replacement costs compared to Environmental Management Program project costs?	1	Bettendorf
6	"Letter" no action (so it appears like other alternatives) and identify its negative impacts.	1	Bettendorf
7	Research on value-added goods instead of transporting raw crop/commodity.	1	Bettendorf
8	Will longer locks encourage innovation to get longer tows?	1	Bettendorf
9	Who did environmental impact study and how long did they take?	1	Bettendorf
10	Will the proposed improvements increase barge-size/traffic on the river? Will size increase?	1	Bettendorf
11	Responsible river management is key, step back and ask the questions.	1	Bettendorf
12	How is Corps considering balance among existing uses, including those difficult to quantify: aesthetics, etc.?	1	Bettendorf
13	What are benchmarks Corps is using to establish "balance" among recreation, barging, environment?	1	Bettendorf
14	Is there a future vision that sets a limit on what traffic the river will hold?	1	Bettendorf
15	How do you balance the need for improvements to the navigation system to keep it functional and effective with the need for improvements to keep the ecosystem of the river functional and effective?	3	Bettendorf
16	The Corps should consider air transportation-type scheduling.	1	Bettendorf
17	<i>I would like the Corps to review an alternative that is a combination of Plan E and the 2 Illinois locks and Plan G with mooring buoys/cells for locks 12, 18, 20, 22, and 24 and adding 2 Illinois locks.</i>	1	Bettendorf
18	<i>With more barges using the river, how many more will be parked along the river?</i>	1	Bettendorf
19	<i>It appears an assumption has been made - that the tows will remain the same. What about new technology improving the tow capacities?</i>	1	Bettendorf
20	<i>Will lengthening the locks prolong or shorten the life of the lock?</i>	1	Bettendorf
21	<i>Guidewalls with powered kevels - how do you keep upper cut on wall if wind is blowing off?</i>	1	Bettendorf
22	<i>Who profits from this? Who pays for this? Not the same?</i>	1	Bettendorf
23	<i>The railroad bridge at Clinton causes more delay than the locks - what can be done about that?</i>	1	Bettendorf
24	<i>Can we justify spending millions on 50 to 60 year-old structures, should we not build new locks with all the benefits of new technology?</i>	1	Bettendorf
25	<i>This study does not include global trends in food consumption. England and Europe will not buy U.S. beets or genetically modified seed. Organic food production grows 25% each year.</i>	1	Bettendorf
26	<i>Is it possible the study could become obsolete before the project is implemented?</i>	1	Bettendorf

	COMMENT	Times Listed	Workshop Location
27	Navigation's environmental impacts shouldn't be considered in isolation from other impacts.	1	Bettendorf
28	There should be an economic study of Illinois agriculture and how it would affect the Illinois River. Dr. Houser should do this study and it should be incorporated into the Corps study.	1	Bettendorf
29	Want Corps to get with Coast Guard and look at ten barges in Pool 16 and whether they are supposed to be there - submerged, 1-2 feet above water line - enforce barge industry to clean up own accidents.	1	Bettendorf
30	Who truly is benefiting from this local economy?	1	Bettendorf
31	Editorials in 3 newspapers implied that this is a pork barrel project - who really is benefiting?	1	Bettendorf
32	Is there a max tow length by law? Could a law be passed to do this?	2	Bettendorf
33	Can the Corps role be expanded to include common sense transportation balance including people transport?	1	Bettendorf
34	<i>I would like more information on how the buoy/cells work or operate.</i>	1	Bettendorf
35	Why isn't there a "retroactive alternative"?	1	DesMoines
36	Has positive impact on environment been considered due to passing the barges through locks with one maneuver instead of several?	1	DesMoines
37	Corps starting to change emphasis on nutrient release - reviewing studies - could hit this project.	1	DesMoines
38	What is the layman's explanation of "Demand Elasticity"?	1	DesMoines
39	What do you mean by "Annual Benefits" and who gets these benefits?	1	DesMoines
40	Money should be spent on researching barge design to make them more efficient and reduce fuel leakage. Should be able to do better.	3	DesMoines
41	What are the cumulative environmental and economic impacts of navigation on the river?	1	DesMoines
42	Population growth will force us to deal with environment differently. Grow grain on land most suited for it. The value of Iowa corn is 10 cents per bushel, because of cheaper transportation rates. An alternative would be to cut crops by one third.	3	DesMoines
43	<i>Into whose pocket go the "net benefits"?</i>	1	DesMoines
44	<i>Environmental studies need to assess the long-term environmental impact of operations and maintenance of the navigation system as well as the incremental impacts.</i>	1	DesMoines
45	<i>Current estimates do not contain costs to mitigate systemic impacts to the environment.</i>	1	DesMoines
46	<i>Why aren't dollar figures presented for the no action alternative? The taxpayers should have some idea of what the economic losses/benefits are if no action is the selected alternative.</i>	1	DesMoines
47	<i>Plan alternatives are about primary (direct impacts) of navigation, there are no alternatives to mitigate long-term (secondary) impacts.</i>	1	DesMoines
48	<i>Why didn't we hear the conservation proposals and economic information during the briefing?</i>	1	DesMoines
49	<i>What are the complete cost figures for each alternative including the cost for mitigation for environmental damages past, present and future.</i>	1	DesMoines

	COMMENT	Times Listed	Workshop Location
50	<i>Why wasn't nutrient release from this project listed as one of the major detrimental environmental effects that may need mitigation?</i>	1	DesMoines
51	Who gets project's benefits?	1	DesMoines
52	Who benefits and who pays? Taxpayers and public resources should not be subsidizing corporations. Soon will be net exporter of food products, but how will we invest the surplus?	7	DesMoines
53	Does the Corps have a vested interest in making these improvements?	1	DesMoines
54	Are the people who would "win" if improvements are made the same as those who would "lose" if nothing is done?	1	DesMoines
55	<i>What happens when global warming shuts the river down? It has happened before, floods or climate change are a reality.</i>	1	DesMoines
56	<i>Is there real evidence that this is going to benefit family farmers?</i>	1	DesMoines
57	Is the future of the Panama Canal or isthmus trucking taken into account in planning?	1	La Crosse
58	Believes projected increases in river navigation are too low.	1	La Crosse
59	Don't believe projected increases will be reflected in increased river traffic to the degree projected.	1	La Crosse
60	<i>The entire presentation was based on economics of extra number of barges that would pass. However, the assumptions used for that economic analysis were never stated. Knowing the assumptions is critical in determining which alternative would be best.</i>	1	La Crosse
61	<i>Cost/benefit analysis is disjointed and the navigation system improvements simply amount to corporate welfare.</i>	1	La Crosse
62	Consider system-wide impacts, not just local impacts.	7	La Crosse
63	Barge wake negligible compared to recreational craft. This needs to be addressed in the study.	3	La Crosse
64	Lock 19 currently has a 1200-foot lock, have environmental studies been completed on this lock?	1	La Crosse
65	To what extent was the US Fish and Wildlife Service consulted regarding the environmental aspects of this navigation study (i.e., EMP Monitoring Program)?	1	La Crosse
66	How much do barge companies stand to gain from the improvements? What are the estimates for private-sector profits?	2	La Crosse
67	Concern that infrastructure improvements will benefit corporate businesses and not family farmers.	2	La Crosse
68	What level of benefit justifies building an improvement?	1	La Crosse
69	This is the third time the economics of this have been looked at, but it is the first time that it's able to be done. Has the cumulative cost of environmental mitigation and channel maintenance been worked into this? Are those true numbers?	1	La Crosse
70	Has the Corps considered the cumulative impacts associated with the operations and maintenance of the Upper Mississippi Riverway Navigation System?	9	La Crosse
71	May be other ways to improve efficiency, like helper boats or electrical systems. Industry should study this.	1	La Crosse
72	Should study how tugs are propelled. Need to minimize the impacts.	1	La Crosse
73	Would like the Corps to consider improvements on barges and general operating procedures rather than lock improvements.	1	La Crosse

	COMMENT	Times Listed	Workshop Location
74	There is a need for mechanical means to bring barges through quicker and increase locking speed.	1	La Crosse
75	Would like to see results of a study limiting tows to 600 feet (what the system was designed for).	1	La Crosse
76	Corps should release the preliminary economic study completed in April 1998.	1	La Crosse
77	Feels Alternatives A through H should not be pursued until the Corps develops annual losses/costs to navigation industry if no action alternative selected.	1	La Crosse
78	The river is a multi-use facility. We need the multiple uses of the river and concerns from all groups (navigation, environment, etc.) to be addressed.	2	La Crosse
79	Why do earlier reports show fewer or no benefits? Are the books getting "cooked"? Prior detailed reports showed different benefits than tonight's.	1	La Crosse
80	What factors will be most important in determining which plan will be chosen?	1	La Crosse
81	All plans are for navigation below Clinton, Iowa, and not for traffic up here. Still going to be a funnel, just longer.	1	La Crosse
82	Concerned that the Corps has been uncreative in their alternatives. Why has the Corps not been more creative? There are many other ways of solving the navigation problems.	1	La Crosse
83	Can't the Corps come up with a system that would save money and be more efficient ,i.e., using equipment on the Upper Mississippi that is designed for the Upper Mississippi? The Corps did not think of these things.	1	La Crosse
84	The Corps seems to have a bias to use benefit in financial sense and not in an environmental sense. It makes some people distrust the studies.	1	La Crosse
85	Once the limited number of proposed 1200-foot locks are built, it will create a need for 1200 foot locks up and down the river where they want them anyway.	1	La Crosse
86	Good to see extensive study. Important to communicate issues to public.	1	La Crosse
87	Studies seem to focus on lower river system. Person making comment wants to see impacts on upper river (La Crosse - Minneapolis).	1	La Crosse
88	Does the WDNR have any input into this study?	1	La Crosse
89	Big issue is how river system is impacted by current barge system. A better study is to look at better river management.	1	La Crosse
90	Why didn't the Corps have any projects above Lock 14? All the alternatives are for Locks 14-25. Is this based on traffic? What about the auxiliary locks?	1	La Crosse
91	Corps should include in this analysis other presidential transportation initiative including: Serving Rural America; Marine Transportation Systems; Sustainable America (controlling economic development).	2	La Crosse
92	s	1	La Crosse
93	<i>Are the folks who accrue the costs the same people who enjoy the benefits? Why don't the users of the system pay all the costs?</i>	1	La Crosse
94	<i>Improvements in technology were considered for production of grain projections. However, was a change in technology considered for the shipping?</i>	1	La Crosse
95	<i>What would the economic and environmental cost/benefits be of using the money to provide grants for processing the corn and soybeans in the Midwest?</i>	1	La Crosse
96	<i>We are proposing to spend billions of dollars to effectively re-engineer the river. Given the environmental impact of this, we should consider redesigning towboats and barges to fit the river.</i>	1	La Crosse

COMMENT	Times Listed	Workshop Location
97 <i>It is not clear to me as to who ultimately benefits from reduced lock times.</i>	1	La Crosse
98 <i>Projections for Lock and Dam 26 stated that traffic congestion upstream would not result from the larger lock, and now you predict traffic will double. Why should we believe you?</i>	1	La Crosse
99 <i>Have you run a cost/benefit on simply maintaining or replacing existing locks at current lengths?</i>	1	La Crosse
100 <i>What might be the environmental impacts of doing nothing?</i>	1	La Crosse
101 <i>The Corps needs to include other national transportation initiatives such as: Serving Rural America, Marine Transportation Systems, Towards a Sustainable America.</i>	1	La Crosse
102 <i>I am not convinced that down-river delays, after being relieved with longer locks, will not be shifted up-river to the next 600' lock. How will the Corps guarantee this will not occur and that more money will not be needed?</i>	1	La Crosse
103 <i>Why not spend the money to reengineer the tow boats and barge system.</i>	1	La Crosse
104 <i>How will the Corps guarantee that time delays eliminated by 1200' locks will not simply be shifted upstream to the next 600' lock, which will require future money to lengthen the upstream locks.</i>	1	La Crosse
105 <i>If no action alternative was chosen, would transportation, product, and environmental costs increase?</i>	1	La Crosse
106 <i>"Annual Net Benefit," who gets it?</i>	1	La Crosse
107 <i>Who benefits from increasing the barge system?</i>	1	La Crosse
108 <i>Distribute distribution points. Why send everything to New Orleans?</i>	3	La Crosse
109 <i>What ways does this project benefit the general public?</i>	1	La Crosse
110 <i>Should address quality of life issues, impacts on local people, recreation, other business, fishing, etc.</i>	1	Peoria
111 <i>Is bank erosion repair part of maintenance? Is it included in cost estimate for this project.</i>	1	Peoria
112 <i>Is creating local use of raw materials (grain) a good alternate to transportation?</i>	5	Peoria
113 <i>Address quality of life of those dependent on river transportation.</i>	1	Peoria
114 <i>More alternatives should be included in evaluation. A-H too limiting.</i>	2	Peoria
115 <i>Specifically how does plan benefit Illinois River users and local people? Provide breakdown showing benefits to Mississippi River to Illinois River.</i>	1	Peoria
116 <i>We also need to be looking at future state (200 years) of transportation.</i>	1	Peoria
117 <i>Impacts of navigation improvements may have interaction effect with other changes (population). Have those been evaluated?</i>	1	Peoria
118 <i>Is the navigation study completed this time?</i>	1	Peoria
119 <i>Would like to see the results of any sensitivity analysis that have been completed and accuracy of the analyses.</i>	8	Peoria
120 <i>Corps should develop the most efficient means of moving commodities up and down the river.</i>	5	Peoria
121 <i>What other scenarios could come in that would affect the future projections used in the study? - Such as new kinds of transportation or remove need for transportation.</i>	1	Peoria
122 <i>WRDA 2000 section that pre-authorizes lock construction - what are implications of this?</i>	1	Peoria

	COMMENT	Times Listed	Workshop Location
123	A few months ago Corps said preliminary studies showed expansion not feasible, now it is. What changed?	1	Peoria
124	How many affects will be caused if traffic is increased. How will this be quantified and mitigated?	1	Peoria
125	If we make accommodation now for 1200-foot tows (instead of 600-foot) - what is to stop the industry from going to 1800-foot tows?	1	Peoria
126	How did the Corps pick the places and improvements for that place?	1	Peoria
127	<i>How does increased barge traffic fit into Peoria's riverfront plans?</i>	1	Peoria
128	<i>Who ultimately benefits from these proposed projects? It seems to be major corporations.</i>	1	Peoria
129	<i>In Congress right now WRDA 2000 authorizes pre-engineering design for expansion. How can the Corps begin designing when the study isn't complete to know what needs to be designed?</i>	1	Peoria
130	<i>Knowing what we know about building new highways to relieve congestion, it only increases demand so congestion continues, won't increasing lock capacities on these two rivers increase demand so there will still be congestion?</i>	1	Peoria
131	<i>What are the overall economic gains or losses to each alternative? To whom do the net benefits of the plans accrue?</i>	1	Peoria
132	<i>The southern locks seem to have priority.</i>	1	Peoria
133	<i>Is there a way to evaluate who will receive the cost savings? For example, pork and corn prices are very low but costs at the grocery stores have not dropped.</i>	1	Peoria
134	<i>Please examine the rate of pass-throughs (no lockage) at Peoria and LaGrange, by year, since 1938. Has there been an increase over time? Using this rate of increase, if one does exist, what is the future projected rate of pass-throughs in 2030 and 2050?</i>	1	Peoria
135	Environmental impacts should be given more weight.	1	Peoria
136	Environmental impacts given too much emphasis.	1	Peoria
137	Who benefits, which group or individuals?	2	Peoria
138	What will it do for the average citizen in Peoria?	1	Peoria
139	Want additional info on net benefits and to whom they accrue.	2	Peoria
140	Concern related to who will receive the benefits of the proposed improvements.	7	Peoria
141	Annual benefits - for who?	1	Peoria
142	How can person get study reports?	1	Peoria
143	Should put emphasis on regional benefits- not just benefits to nation.	1	Quincy
144	Corps needs to give more weight to economic interests rather than environment.	1	Quincy
145	No clear mission in study--objective should have been to develop navigational system to compete and lead in global markets.	4	Quincy
146	Half of cost of project is environmental plus Environmental Management Program. Isn't this double payment?	15	Quincy
147	Corps should have considered setting tow size limits for current locks--did Corps consider this?	1	Quincy
148	Make sure Illinois waterway is given adequate consideration - Chicago Board of Trade delivery point makes Illinois River more important in future.	1	Quincy
149	Can improvements be made and traffic kept at current level i.e. don't allow more traffic?	1	Quincy

COMMENT	Times Listed	Workshop Location
150 Is benefit of pool retention considered in study? It provides water to cities.	1	Quincy
151 How long before a 1200-ft tow will not be the longest (but channel will not allow it).	1	Quincy
152 If all this done, how do you get past 18, 17, 16, 14?	1	Quincy
153 Illinois River needs to become equally efficient with the Mississippi River--longer season and fewer locks.	1	Quincy
154 Be comprehensive on your studies.	1	Quincy
155 Will this study be reported with same accuracy and honesty as citizens must meet with 1040s?	2	Quincy
156 Illinois River with passthrough at LaGrange/Peoria - need to look harder at the peak time uses during low-water levels.	2	Quincy
157 Chicago Board of Trade in 2000 will start using Illinois River as delivery point. Has the Corps considered this?	1	Quincy
158 Water Resources Development Act Comprehensive Plan should be considered with Navigation Study.	1	Quincy
159 How will final determination be made on what plan is selected?	1	Quincy
160 <i>We must be visionary in our planning.</i>	1	Quincy
161 <i>If no action is taken what will be the effect on future growth of industry and transportation?</i>	1	Quincy
162 <i>Important to coordinate study with comprehensive plan in draft WRDA 99 and improving all five major areas: Flood Protection, Navigation, Economic Development, Recreation, and Environmental Quality.</i>	1	Quincy
163 <i>How will the final determination on locations for lock extensions be made?</i>	1	Quincy
164 Will farmers get direct monetary benefit? Is there really benefit to farmers?	1	Quincy
165 Specifically, how will farmers benefit from this economically--how will savings be distributed?	1	Quincy
166 Will savings be passed on to everybody?	1	Quincy
167 Range of alternatives - nothing to reduce or eliminate navigation.	1	St. Louis
168 Corps analysis won't acknowledge environmental benefits - water better environmental mode.	3	St. Louis
169 What are the out-of-system impacts? They should be studied, i.e., Gulf, salt water marshes, flow regimes of tributaries and land-use patterns.	1	St. Louis
170 Does analysis include impacts of CRP and WRP programs projected increases over 50 years?	1	St. Louis
171 Concern about effects on private land owners.	1	St. Louis
172 Private sector review of cost estimates needed (construction cost).	1	St. Louis
173 Is there a legal limit on barge sizes? 16? 17? Horse power limitations? 10-12 k HP?	1	St. Louis
174 Is Corps looking at the whole system (50 years old) ?	2	St. Louis
175 Taxes pay for construction, but who benefits ?	4	St. Louis
176 No long range systematic plan to increase lock capacity to increase navigation.	1	St. Louis
177 No action alternative does not mean nothing happens, there are other solutions.	1	St. Louis
178 What is the decision process? Who ultimately decides on plan?	1	St. Louis
179 Has change in way Chicago Board of Trade will do business after year 2000 been considered?	3	St. Louis
180 Why no alternative that includes 1200-ft locks at all locations?	1	St. Louis
181 Corps should be more visionary given growth in country - more active and less reactive.	1	St. Louis

	COMMENT	Times Listed	Workshop Location
182	Delays in Illinois River will create great problems - Chicago Board of Trade and related industry depend on that- Has the Corps considered this recent development?	1	St. Louis
183	<i>The losses incurred by no change should be quantified.</i>	1	St. Louis
184	<i>Is there no significant benefit, above Lock and Dam 12, to be gained?</i>	1	St. Louis
185	<i>Has the Corps considered the aging infrastructure on a system-wide basis and the need to upgrade the entire system?</i>	1	St. Louis
186	<i>I would like to see the study team consider out-of-system impacts.</i>	1	St. Louis
187	<i>Will there be a review process from the private sector to review the anticipated costs from the Corps study?</i>	1	St. Louis
188	Who gets the "net economical gain"? - average citizen?	1	St. Louis
189	Corporate welfare - industry is being subsidized	1	St. Louis
190	How will lowered navigation cost be passed on to farmers?	1	St. Louis
191	Most natural resource impacts are due to operations and maintenance of existing 9-foot channel project. This study needs to address THOSE impacts, not just the incremental increase in tow traffic from the alternatives.	1	St. Paul
192	Why are impacts site-specific and not system-wide?	4	St. Paul
193	I want to make sure that the Corps gets information from environmental study group before they make their recommendation.	2	St. Paul
194	Environmental assessment must be based on sound science.	1	St. Paul
195	What is the effect on New Orleans? Protecting New Orleans marshes (erosion, hurricanes). Need to look at the whole river.	1	St. Paul
196	Haven't gotten a handle on cost issues because it has not been given a value. What is the impact of \$2 a bushel corn? Is this what we want to invest in the long run? For example: US Fish and Wildlife Service says we need to have cumulative costs of existing system, which is not recognized in the study.	1	St. Paul
197	What are the impacts north of Lock and Dam 8?	4	St. Paul
198	More attention should be paid to the river upstream of proposed improvements.	1	St. Paul
199	Corps studies compare project impacts to existing conditions (the 1930 lock and dam system), the studies should compare to the pre-navigation system conditions.	5	St. Paul
200	The Corps could make better use of the system from Lock 10 on up. Only 50% of the capacity is being used, but the system is staffed 24 hours a day.	1	St. Paul
201	If it will be easier to move river products because of improvements in the southern end, why bring it up north (or start it up north)?	1	St. Paul
202	Has the Corps considered what will happen in communities with transportation bottlenecks with or without the expansions?	1	St. Paul
203	<i>Do economic projections consider alternative uses for grain?</i>	1	St. Paul
204	<i>Method not right to tell us no action equals no costs.</i>	1	St. Paul
205	<i>What happens when you add mooring buoys at 12, 18, 20, 22, and 24, not cells, to H?</i>	1	St. Paul
206	<i>Do figures in study reflect possibilities such as possible lowering, experimental draw down, of the water in pools to mimic natural low flows? What effects would this have on the system?</i>	1	St. Paul

	COMMENT	Times Listed	Workshop Location
207	<i>I want the Corps to consider the system-wide environmental effects of the existing navigation system before it recommends any changes to that system. I value the Upper Mississippi River and the Illinois River as ecological systems and want to see their damaged fish and wildlife habitat and associated natural resources restored before there are any changes in the navigation system.</i>	1	St. Paul
208	Has the Corps considered reducing commercial river traffic by utilizing the Duluth Harbor seaway navigation system?	2	St. Paul
209	On the Corps matrix of alternatives, they use the term "Annual Net Benefits." What are the benefits and to whom?	5	St. Paul
210	The project is designed for the benefit of the shipping/commodity industries.	1	St. Paul
211	Like to see the Corps take a more proactive stance on some issues. They should speak more plainly, clearly, and often to the public about what is really going on. A lot of misinformation.	1	St. Paul
212	Dealing with a study that is not adequate, but there is a lot of information. The Corps should reinvest in more summit forums and directed dialog to reach consensus.	1	St. Paul
213	<i>Applaud the fact that we are producing studies that address environmental impacts of barge transportation.</i>	1	St. Paul

OTHER ISSUES - General Opinions

1	What has changed to make 1200-foot locks economically beneficial? Earlier studies had different conclusions, explain.	1	Bettendorf
2	Need to upgrade an out-of-date system and mitigate environmental impacts.	2	Bettendorf
3	<u>Do</u> protect the environment while doing the <u>work</u> .	1	Bettendorf
4	River is for barges and sports-people too, on equal basis, if one gets ahead we'll all be in trouble.	1	Bettendorf
5	Great existing transportation system needs to continually update to keep current.	3	Bettendorf
6	The lock and dam is 60 years old. The interstate is 30 years old. Roads are now being repaired, so it is fair to repair the lock and dams now.	3	Bettendorf
7	Question credibility of Corps spending our money, field of dreams, don't trust Corps with 1 million dollars much less 1 billion dollars, fuel tax does not pay for locks.	1	Bettendorf
8	End result of studies must balance environmental/commercial/recreational use - no option of doing nothing because will not allow US to compete in global market and put in inferior position. 1200-ft locks will produce environmental benefits.	7	Bettendorf
9	Need to develop value-added agriculture in the five states in the study. Will still need raw products in addition to value-added.	2	Bettendorf
10	Keep barge industry healthy to avoid predatory pricing.	1	Bettendorf
11	The highest cost request is half of a bomber's cost.	1	Bettendorf
12	It is inappropriate to subsidize the barge industry.	1	Bettendorf
13	Concerned about becoming service-oriented country if we can't compete internationally by exporting.	1	Bettendorf
14	After Lock and Dam 27 put tows together of 50 barges each, just because a barge nicked lock 26, tariff rates have increased 135% to 295% - representative of what delays do on Mississippi River.	2	Bettendorf
15	Improve navigation system where greatest traffic and commodities.	1	Bettendorf

	COMMENT	Times Listed	Workshop Location
16	Understand how locks with no improvement can have increased traffic.	1	Bettendorf
17	Water transport important to national defense to move raw materials. Also need to be competitive. Steel mill and arsenal in close proximity, mill will get scrap by barge.	1	Bettendorf
18	Need 1200-ft locks plus GW extension. Also need buoys away from shoreline.	2	Bettendorf
19	Traffic on upper pools doesn't justify major improvements.	3	Bettendorf
20	Would you like Congress to direct the Corps to establish a balance in the modes of transportation (barge, rail, truck)?	1	Bettendorf
21	It is not efficient for west coast terminals to handle corn because of low demand. Gulf terminals are not able to handle large quantities of corn.	3	Bettendorf
22	Efficiency/inefficiency is a policy.	1	Bettendorf
23	Need to upgrade an out-of-date system and mitigate environmental impacts.	2	Bettendorf
24	Numbers seem clear that there are benefits, and traffic needs to be faster. Also, environmental damages don't look too big.	1	Bettendorf
25	Grain will get shipped, and "no change" is scary, since other methods may be worse, for economy or environment.	1	Bettendorf
26	Prefer new 1200-foot locks, not adding 600 feet.	1	Bettendorf
27	Can't see why recreation, barging, and transport can't Corpsxist.	1	Bettendorf
28	Need to know: what gets hurt and what gets helped?	1	Bettendorf
29	If tows are 1200 feet, it makes sense to have locks 1200 feet to maximize system efficiency.	1	Bettendorf
30	One on hand, the bay where I have property is filling up-on the other hand, we have to keep the barges moving.	1	Bettendorf
31	Support lock improvement, especially in lower river-maintaining something already here.	4	Bettendorf
32	Lock and dam essential to national defense because full battalions can be transported by barge-longer locks allow time savings.	2	Bettendorf
33	Double-hulled barges needed to prevent potential for spills.	1	Bettendorf
34	Petroleum will not be shipped on Mississippi after 2010.	1	Bettendorf
35	Applaud the Corps for projecting transportation needs to allow for more economical transportation of Midwest products worldwide.	1	Bettendorf
36	In favor of improved locks (1200-foot lock) as transportation along river is important. Improved locks will help fishermen because it will decrease amount of time in locks.	1	Bettendorf
37	Appreciate the Corps' efforts to analyze the impacts to the environment from the proposed improvements to the navigation system.	1	Bettendorf
38	Truck transporters pay taxes. Barge transports pay lower taxes.	1	Bettendorf
39	Concerned about further development. Supports strong riverway system, but shouldn't impact other uses. Need to strike a balance.	1	Bettendorf
40	<i>Benefits is another term for Corps welfare.</i>	1	Bettendorf
41	<i>The Mississippi River transportation system is vital to the Midwest's participation in this global economy. The transport of scrap metal to the Rock Island Arsenal is vital to our country's national defense.</i>	1	Bettendorf
42	<i>All the alternatives focus primarily on Locks 14 - 25. This section of the river is the most degraded from an environmental standpoint. Further degradation can be expected with increased lock construction. Environmental projects including purchasing areas for backwater habitat and restoration of damaged habitats must be included with the funding of any lock expansion.</i>	1	Bettendorf

	COMMENT	Times Listed	Workshop Location
43	<i>I want the Corps to know that it would probably be a mistake to not take any action to handle the expected increase in river traffic.</i>	1	Bettendorf
44	<i>How much will these proposals reduce the cost of a box of cereal at the store?</i>	1	Bettendorf
45	<i>Support need of a strong navigation system that does not limit or reduce all other uses as it has on most navigable rivers in the country.</i>	1	Bettendorf
46	<i>If modernization is OK for the Ohio River then it should be OK for the Mississippi River.</i>	1	Bettendorf
47	<i>The end result of the Navigation Study must balance environmental, commercial and recreational use to produce optimum result.</i>	1	Bettendorf
48	<i>I love the river, its yours and mine.</i>	1	Bettendorf
49	<i>I think it is important to build as many 1200' locks as possible. We need to speed up the time it takes to get a tow through the locks.</i>	1	Bettendorf
50	<i>Do your best to avoid "rule of unintended consequences."</i>	1	Bettendorf
51	<i>I want the Corps to initiate and implement the most efficient plan for handling the increased freight on the river.</i>	1	Bettendorf
52	<i>Why would I want to have my tax dollars continue to subsidize tow operators?</i>	1	Bettendorf
53	Do whatever modernization is needed to keep up with trends. Move it fast.	1	DesMoines
54	Environmental concerns can be addressed during design and construction process. Shippers can maintain river in its current condition.	2	DesMoines
55	Is the barge industry subsidized?	1	DesMoines
56	Keep global markets open. Expand capacity.	1	DesMoines
57	Are Con-Agra, ADM, etc. making a bigger profit from this?	1	DesMoines
58	Want the benefits to go to local farmers, not to corporate boardrooms.	1	DesMoines
59	Proposed repairs need to be made for economic purposes. But also very concerned about environmental impact. Function of locks and dams critical to pricing. Must be able to deliver on time. Critical for filling other state economic gaps.	5	DesMoines
60	Economies of scale put a lot of people out of work, but still need the transportation/river improvements to stay competitive. South America is making improvements. Potential of \$9 to \$10 billion in grain production.	3	DesMoines
61	Annual net benefits are quite low, peanuts in the general scheme of things.	4	DesMoines
62	Instead of waterway improvements and no action, why don't we remove the lock and dam system?	1	DesMoines
63	Why aren't products now shipped on barges consumed locally?	1	DesMoines
64	Maintain integrity of Upper Mississippi as a commerce and ecological system. Take both into account.	1	DesMoines
65	Why aren't agri-business representatives present and participating tonight?	1	DesMoines
66	Where are these products going and what does it become? How can "poor people" get to eat it?	1	DesMoines
67	Imperative to maintain economically viable and environmentally sound Mississippi River. Both need to be done. Must find compromises, move away from irrational emotions and arguments.	4	DesMoines
68	Do not subsidize barge system, subsidize rail system.	5	DesMoines
69	Should be able to have a balance between improved shipping and maintaining and improving habitat for wildlife. Can do both at the same time.	5	DesMoines

	COMMENT	Times Listed	Workshop Location
70	Industries and corporations stand to benefit most, but not focused on public or national concerns. Balance efficient transportation with value added not going to community. Export argument not long term or logical.	7	DesMoines
71	Not aware of grain producing toxins, only spoilage.	1	DesMoines
72	<i>Given the extensive damage already done to the river shouldn't the Corps consider a moratorium on building until more thorough studies of past cumulative damage and probable future cumulative damage are completed?</i>	1	DesMoines
73	<i>The long range plans to make improvements seem to defeat the purpose of the improvements, alleged necessity.</i>	1	DesMoines
74	<i>The best solution for all concerned is so simple: Don't allow tows longer than 600'.</i>	1	DesMoines
75	<i>Is the Corps listening? Does the Corps hear more than one voice?</i>	1	DesMoines
76	<i>When will the regional economic development benefits be available?</i>	1	DesMoines
77	<i>Maintaining competition for shipping options is important for Iowa producers, however; it is just as important not to overbuild and waste resources.</i>	1	DesMoines
78	<i>With the Corps' history of river development and destruction on the Missouri and Mississippi rivers, how can I trust their proposals?</i>	1	DesMoines
79	<i>When will the environment be the key consideration rather than just a factor?</i>	1	DesMoines
80	<i>I am concerned that the U. S. will study this to death and not act quickly enough.</i>	1	La Crosse
81	"Build it and they will come." Problem is, what will be the future limit in lock length for other locks and dams not included in this study?	1	La Crosse
82	Concerned about viability of projected increases in river navigation. Not confident that projections are accurate and feels projections too high.	1	La Crosse
83	I do not feel that the data in the study are dependable based on the large scale of the study. It is "window dressing" for Congressional approval.	1	La Crosse
84	Ecosystem is also in decline and needs work. We need a balance between navigation and environment.	1	La Crosse
85	As long as environmental issues are addressed, person making comment supports actions.	1	La Crosse
86	Process is moving to making river into a canal.	3	La Crosse
87	The river should be protected.	4	La Crosse
88	Is in the industry and very concerned about the environment. Anything not done right I have to take back to my neighbors.	1	La Crosse
89	Damage is happening right now because of lock conditions, backwash. Barges are waiting weeks at a time and better efficiency would lessen the damage which is occurring right now.	1	La Crosse
90	Beneficial use of dredging disposal needs to be increased for beaches, island habitat, etc.	1	La Crosse
91	It is hard to believe there is no negative or positive environmental impacts under the No Action Alternative.	1	La Crosse
92	The Mississippi River has multiple uses (recreation and habitat) and should not be considered as a mode for transportation only, and cannot be replaced as easily as a road. NEPA requires analysis of "irretrievable resources" and the Mississippi River should be considered an "irretrievable resource."	1	La Crosse
93	Study lacks definition of benefits in terms of what they consist of, and who they benefit.	1	La Crosse

	COMMENT	Times Listed	Workshop Location
94	Concerned that no action alternative will limit future growth of barge related	1	La Crosse
95	Concerned with using public dollars to subsidize river navigation to the detriment of other transportation systems (e.g., railroads).	2	La Crosse
96	Corps should release the preliminary economic study completed in April 1998.	1	La Crosse
97	Cost/Benefit analysis seems disjointed. Taxpayers bear most cost and corporations get most benefit. Individual farmers benefit also. Public will benefit also through public holding companies. Corporations also pay taxes.	2	La Crosse
98	For every dollar invested we receive six dollars of benefit.	1	La Crosse
99	Congress knows that the waterway is important for the economy and environment. River has been degraded by waterway transportation. Farmers have reduced their environmental impact. Towing industry and grain farmers should foot the bill for improvements. Include recreational users in fees to fix river.	1	La Crosse
100	Shippers/agri-business are trying to get grain out of the country for export (Upper Midwest to New Orleans). Farmers would get more for grain if it was processed here.	1	La Crosse
101	We have a surplus of grain after local processors have taken what they can handle. My costs have gone from five cents a bushel to 45 cents a bushel from Winona. Is this due to inefficiency of barge traffic?	1	La Crosse
102	Proposal in 1992 was for barges to pay for all costs. MARC 2000 said then that if this was done, cost of moving grain would be the same for rail as for water. Present proposals are a subsidy (corporate welfare) for the industry.	1	La Crosse
103	Consider user fee by ton. Why should taxpayers foot the bill for big grain companies?	1	La Crosse
104	This will hasten the demise of the small farmer since it is subsidizing the major transportation and grain corporations.	1	La Crosse
105	Want analysis of economic and environmental costs and benefits to include looking at providing grants to process products in the Midwest (losing work base in Midwest) Need to especially look at more major build alternatives (large scale measures). If shipping refined product, value of product increases.	1	La Crosse
106	Government is currently subsidizing farming. Why increase the barge system if farmers aren't making money? There must be better ways to improve the farmer's situation.	4	La Crosse
107	Paying for the barge system is a subsidy.	1	La Crosse
108	Barge system is not a subsidy.	1	La Crosse
109	What considerations are being made to ensure products are made and used locally?	1	La Crosse
110	Understand that the whole country is experiencing a farm crisis. How will this help farmers? If we improve capacity and Argentina lowers prices even more, do we want to compete with this? Need for fundamental rethinking of agriculture in this country.	1	La Crosse
111	The project is too expensive and it benefits few farmers, mostly ADM and Cargill. It would be cheaper to pay farmers directly.	1	La Crosse
112	How does it make economic sense to improve the Upper Mississippi River navigation system to save time and money for the same companies who spend money to improve the navigation systems in competing South America?	1	La Crosse
113	What will be the limit of length of tows on Upper Mississippi River in the future?	1	La Crosse
114	One of the ways of solving the navigation problems would be to cut down on the size of tows so that they go through quicker and move faster.	1	La Crosse
115	Too much red tape in managing river.	1	La Crosse
116	Too large of boats allowed on river.	1	La Crosse

	COMMENT	Times Listed	Workshop Location
117	Concerned about obsolescence of the current system, which is 60 years old, and needs improvements to be competitive.	2	La Crosse
118	This person feels navigation study undermines the free enterprise system.	1	La Crosse
119	Feels that the navigation study does not undermine the free enterprise system and is similar to any transportation project.	2	La Crosse
120	Existing system has already surpassed design life by 10 years. Something must be done and this is an opportunity for both environmental and shipping needs to be met.	1	La Crosse
121	Navigation on Upper Mississippi River is important and needs to be maintained. But, the Corps should make sure they have all of the answers before they make a decision.	1	La Crosse
122	Need to find a way to improve system that will benefit everyone.	1	La Crosse
123	Concerned about waterway for livelihood rather than recreational use.	3	La Crosse
124	Maintain the river as a balanced natural resource. Commercial navigation/recreation and the river as an environment within itself.	6	La Crosse
125	Request for outside review of EIS.	2	La Crosse
126	Agriculture is taking unfair criticism for waterway system improvements. What about the other commercial, recreational issues?	1	La Crosse
127	Impacts should be mitigated to maintain waterway usage and improvements.	1	La Crosse
128	Can the Corps really do their job right?	2	La Crosse
129	Must do something or else what we have now will deteriorate.	1	La Crosse
130	Project will not result in much increase in traffic, mostly increased efficiency.	1	La Crosse
131	River should be maintained as modern transportation system. Infrastructure has been neglected and should be upgraded.	1	La Crosse
132	It's not only agriculture that is affected by navigational system.	1	La Crosse
133	As traffic increases on highways we enlarge them. Why haven't we done anything to the locks in 60 years?	2	La Crosse
134	It is important for concerned environmentalists and producers not to be at each other's throats. Farmers play an important role in protecting the river and deserve a fair price for their crops but not at the price of the river. Big grain companies should be held responsible for cost implications.	1	La Crosse
135	Less is more!!	1	La Crosse
136	What commodities are shipped on the river?	1	La Crosse
137	If grain is shipped to feed animals overseas, why don't we just ship the meat?	1	La Crosse
138	I think the plan will be better than nothing at all.	1	La Crosse
139	I think that with today's technology we can have both lock and dam system and environmentally friendly. Longer waits to do repairs increases costs (tripled with Lock and Dam 26). The majority of the land along the Mississippi River is owned by U.S. Fish and Wildlife Service and they would not allow the river to become a canal.	2	La Crosse
140	Multi-purpose uses of the river are important. We can have a balance with wildlife and recreation, but I do not agree with the Corps plan to lengthen the locks. Concerned that barges will become longer and cannot navigate this part of the river and will lose backwater areas. Not opposed to more efficiency, but do oppose 1200' locks.	2	La Crosse
141	Why can't efficiency be increased without going to 1200' locks? The environment and recreation are important too.	1	La Crosse

	COMMENT	Times Listed	Workshop Location
142	Dispute between big business and ecology.	1	La Crosse
143	Rail and trucks can't handle it. It's past time that the navigation system was updated.	2	La Crosse
144	Updating the existing navigation system requires updating management of natural resources and navigation cannot be done independently. So, consensus must be reached first.	2	La Crosse
145	Can't really reverse time and the changes that have already occurred.	1	La Crosse
146	Does the Corps take the public position of encouraging all parties to curtail any efforts to lobby Congress to plan the extension of the locks until the navigation study is completed in December 2000?	1	La Crosse
147	The Corps and the US should implement a balanced approach to navigation and environment on the Upper Mississippi River System.	1	La Crosse
148	<i>The presentation said annual increases in navigation weren't very large at all for lock and dams so how can spending this amount of money be justified?</i>	1	La Crosse
149	<i>I am in favor of implementing the entire plan. I am biased because I earn my living in the agribusiness industry, but I also live in the river environment so it is very important to me that there is no harm done to the river and its wildlife habitat. I do not consider "no action" or "regressing" an option. Common ground is important.</i>	1	La Crosse
150	<i>This is clearly a conflict between big business and sane ecology.</i>	1	La Crosse
151	<i>Change the flow tubes in the dams to at least double their current size.</i>	1	La Crosse
152	<i>I think nearly everyone in business today has updated many times since the 1930s and I think that the locks and dams need to be updated also. Don't just "get by", do it right so we are set for many years to come.</i>	1	La Crosse
153	<i>When we get a navigation system engineered to what we want (Missouri River) it doesn't get used. Nine out of ten barges on the Missouri River are hauling rock for the navigation project.</i>	1	La Crosse
154	<i>I don't feel the cost of the projects are justified. Helping with costs is one thing maintenance and habitat restoration need to be addressed.</i>	1	La Crosse
155	<i>Remember the river was not built as a commerce canal. It's other functions should take precedence.</i>	1	La Crosse
156	<i>Is there any indication that the grain and barge industry is purposely causing the delays to increase shipping costs?</i>	1	La Crosse
157	<i>This is not helping the family farmer, it is actually hastening their demise by subsidizing transportation for major corporations.</i>	1	La Crosse
158	<i>It is important that farmers and environmentalists not be at each other's throats, farmers may be poor but grain companies are not.</i>	1	La Crosse
159	<i>The Corps should keep their hands and machines off the river.</i>	1	La Crosse
160	<i>I am concerned that a 1200' lock will re-locate river traffic bottlenecks and cause a need for more 1200' locks.</i>	1	La Crosse
161	<i>The barges seem to disturb the river considerably, the river is much clearer during the winter months when there is no commercial traffic.</i>	1	La Crosse
162	<i>On this part of the river the balance of commerce, recreation and environmental interests is key. Should congress decide to invest millions in one of these three interests I would hope the other interests would also see funding support as well.</i>	1	La Crosse
163	Would like the public to be aware that Corps environmental impact studies are reviewed by other federal and state agencies as well as the public.	1	Peoria

	COMMENT	Times Listed	Workshop Location
164	Concern regarding overall impacts (economic, environmental, etc.) of increased traffic.	4	Peoria
165	Look at what we have done to the river so far - are we doing the right thing?	1	Peoria
166	Conservation practices need to be made appealing to farmers (to me).	1	Peoria
167	Example of all "pulling together" to solve problems is: Illinois River coordinating council - sedimentation (at source) control - bank stabilization	1	Peoria
168	Concern that the taxpayers will pay millions to support the barge industry with no guarantee of cost savings/additional returns to farmers.	6	Peoria
169	Trucks definitely being subsidized so if barge subsidy change, change for trucks also - keeping playing field level - also rail.	1	Peoria
170	Is the money spent really going to fix the problem?	1	Peoria
171	Less intrusive plan alternates are better.	1	Peoria
172	There is support for multiple uses on the river: economic and resource.	1	Peoria
173	Winter delays are greater ,1200-foot locks could help.	1	Peoria
174	Boating industry looking at use of soy oil as fuel- cleaner but not currently cheaper, but renewable - value-added component of an agriculture commodity.	2	Peoria
175	Corps has no authorization to go outside of the channel for dredging: reference: Peoria Lake, but Corps has no authorization.	1	Peoria
176	Whose river is it? - Tax payers? Barge owners? Pleasure craft folks? How much money do boaters/ hunters contribute?	1	Peoria
177	Don't agree that new locks would increase traffic, only expedite it.	1	Peoria
178	Yes but this work needs to work upstream faster and ideas still need to be sold.	1	Peoria
179	<i>We need to improve the locks at Peoria and La Grange.</i>	1	Peoria
180	<i>Why has the name of the Illinois River been changed to Illinois Waterway?</i>	1	Peoria
181	<i>The Corps' entire premise for increased lock and dam traffic is based on current rates of agriculture production and increased future production. What if this is wrong?</i>	1	Peoria
182	Study and do, not just study and study.	2	Quincy
183	If in 1930s could build a lock in three years, why is it taking so long now?	1	Quincy
184	<i>Original construction of all 27 locks in 1930s took 7 years, why will improvements take twice as long?</i>	1	Quincy
185	Can see what neglect has done to the river. Environmental issues are a major concern. Navigation, recreation, economy all will lose if we do nothing	1	Quincy
186	Look for synergies between flood control measures and navigational improvements and sedimentation control and runoff control provided by drainage districts.	1	Quincy
187	Can't have dams and ignore their associated problems: e.g., sedimentation, floods. Fixes: more dredging, strong levees (beneficial use!).	1	Quincy
188	Free market system (a value) relies on government support for infrastructure.	1	Quincy
189	Lower tow costs will enable the industry to grow and to attract and retain employees.	1	Quincy
190	In favor of lock, but wish Corps could be more efficient and cost-effective. Why is this costing so much?	1	Quincy
191	Support for this because of ratio of 6 to 1 return on Corps numbers.	2	Quincy
192	How can we compete with 30-foot-deep rivers in South America? Mississippi River will never be that deep.	1	Quincy
193	Like to see rates on Mississippi the same as on Illinois River.	1	Quincy
194	Should put emphasis on regional benefits - not just benefits to nation	1	Quincy

	COMMENT	Times Listed	Workshop Location
195	Should look at Lock and Dam 26 as example of how improvements will work out?	1	Quincy
196	National Intelligence Council "Global Trends 2010" predicts food shortage in 2010, not because of inability to produce food but due to inability to move food. National security interest in maintaining transport system.	1	Quincy
197	Take the long view: don't be penny-wise and pound-foolish; lessons learned from 1927 flood, Pharr's Island.	1	Quincy
198	In favor of lock, but wish Corps could be more efficient and cost-effective. Why is this costing so much?	1	Quincy
199	<i>I consider it absolutely necessary to upgrade the navigation system.</i>	1	Quincy
200	<i>Will this study meet the same honesty, truthfulness and financial accuracy as that of a citizen filling out their 1040 income tax form.</i>	1	Quincy
201	Quit extending time - get report done.	1	St. Louis
202	Wasting money and time on studies like this. Action needed now.	1	St. Louis
203	When will study be done?	1	St. Louis
204	Why does it take so long?	1	St. Louis
205	Timing -increase in capacity critical to capture markets. Move forward as fast as possible	1	St. Louis
206	Went to similar meeting many years ago. Where has Corps been on this	6	St. Louis
207	Five years for this to get started - entirely too long.	1	St. Louis
208	<i>Why has the Corps taken so long to get to this stage? Delays are frustrating.</i>	1	St. Louis
209	What would be total cost to restore river to natural state?	1	St. Louis
210	What about Benefit/cost ratio?	1	St. Louis
211	Age of system - needs revamping.	3	St. Louis
212	If no action, risk of whole system breaking down - 60 year infrastructure breaking down	1	St. Louis
213	Civil works projects provide more benefits than cost	1	St. Louis
214	Bigger ports degrade environment and communities especially lower income.	1	St. Louis
215	Evaluation of net economic gain is not related to average citizen.	1	St. Louis
216	Corps should track history of impacts of infrastructure on regional economies.	1	St. Louis
217	Who benefits from each alt and in what proportion?	1	St. Louis
218	Cost of this project is relatively low compared to other government infrastructure projects.	1	St. Louis
219	If system enlarged, could open door to larger tows and more horse power.	1	St. Louis
220	"No change" option will continue rail problems at moving product.	2	St. Louis
221	Bread.	1	St. Louis
222	Population growth will tip balance of food supply in next 5-10 years.	1	St. Louis
223	Reducing lock time will not solve population problem.	1	St. Louis
224	Are we getting played off against one another-Corps interest trying to get navigation benefits in South America?	1	St. Louis
225	Military should not be involved in this-Acorps.	1	St. Louis
226	Corps is in a lose/lose situation-argue till cows come home about who gets benefits(of infrastructure vs. environmental needs.	1	St. Louis
227	What groups support the no action alternative?	1	St. Louis
228	Current compliments that Corps doing Public Involvement early in process	1	St. Louis

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229	Concern that lock construction and environmental mitigation are being done by same organization. Is this a conflict of interest?	1	St. Louis
230	<i>Concerned about keeping the waterway working, keeping transportation costs down and keeping construction costs down at the same time.</i>	1	St. Louis
231	Many Americans are shareholders in companies who are working both sides.	1	St. Louis
232	Congress has mandated a dual purpose for the Upper Mississippi River, natural resources and navigation. It is time for equality, currently natural resource problems outweigh navigational problems (see USGS report - Ecological Status and Trends of UMRS).	2	St. Paul
233	I feel that the current natural resource impacts (positive and negative) are the result of the dams, and commercial navigation channel is a minor factor in the environmental degradation and may even be a positive factor.	1	St. Paul
234	The use of the waterway is the most economical means for transportation and the most environmentally friendly.	8	St. Paul
235	Safety and environmental benefits to public will increase due to waterway use.	9	St. Paul
236	Corps should adequately mitigate whatever alternative is selected.	6	St. Paul
237	Navigation is not "most environmentally friendly" system. Impacts on river have already been significant. This is not a SMALL incremental impact either.	1	St. Paul
238	Support is lacking for environmental protection in the current system. Upper bounds of what the river can bear may already have been reached. (Sustainability data from USGS study).	1	St. Paul
239	Commercial users should seek common grounds on what should be done environmentally. Be glad to give up a B1 Bomber.	1	St. Paul
240	Global agriculture development also has global environmental effects (where there is no environmental consciousness).	1	St. Paul
241	Has the Corps considered that the race between the US and South America may have no end and river will be more and more removed from natural state.	1	St. Paul
242	Strong support of lock extensions. Needs to be balanced by adequate funding for the Environmental Management Program and other river related habitat management programs.	5	St. Paul
243	Locks provide an environment for birds (bird sanctuaries) and recreational opportunities.	1	St. Paul
244	The Corps study ignores US policy to be competitive in international markets and national concerns about US trade balance.	2	St. Paul
245	The Upper Mississippi River System has contributed 40% to the Inland Waterway Trust Fund and received only 14% in return. Midwest farmers should get what they paid for.	1	St. Paul
246	Economic analysis only recently showed feasibility.	1	St. Paul
247	Navigation is heavily subsidized, how are the costs and benefits distributed?	1	St. Paul
248	Everyone benefits from the navigation/water/flood system and its economic effects.	1	St. Paul
249	Concerned about employment during construction and operation because we can't fill jobs we have open now. Can't find people to hire.	1	St. Paul
250	Navigation study and improvements are bound by a benefit to cost ratio assessment that is not required in other transportation systems such as highway and rail.	1	St. Paul

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251	Nobody's making any money, including Cargill, ADM, Continental. They all want to get out.	1	St. Paul
252	Cost for expansion is minimal compared to the cost for having to improve the interstates. Farmers have to have competitive way to get crop to market, and river is the cheapest.	3	St. Paul
253	We have to look at the farming industry in the US. Concerned about China, Brazil, and Argentina infrastructure improvements. Do we want to be an import nation or be self sustaining?	3	St. Paul
254	Regarding grain export production, it is hard to see how we will get the levels proposed because of environmental considerations and whether Europeans will accept genetically modified products. Is it correct that we will be able to continually increase production and will there be a profitable market for it?	1	St. Paul
255	Have to look at interests of producers and exporters and how are each of them doing. Something is wrong in the agriculture system. Must strengthen livelihood of the producer. Don't think that the global marketplace is in the producer's interest. Something else has to come in - value added.	2	St. Paul
256	What about the farmer in all this? Increases in costs somewhere. Is this in the national interest not to protect food producers? What is the best way to protect them?	1	St. Paul
257	Regarding funding rail system, this would require us to nationalize the rail system.	1	St. Paul
258	Proponent for responsible growth. Believes something must be done to improve the navigation system and believes this can be done in a "win-win" manner.	5	St. Paul
259	River improvements can be made that continue the river's function as a multi-purpose river, which protects it as a natural resource while enhancing it's navigational capabilities.	1	St. Paul
260	We need a modernized Upper Mississippi River System to protect against the environmental and social degradation of additional fuel use, air emissions, loss of income, shipping options to farmers, rail crossing hazards, and road congestion.	4	St. Paul
261	River is most effective and environmentally sound transportation method. Foreign markets like Japan means products need to get to New Orleans and on a ship.	1	St. Paul
262	Rivers belong to all user groups, not just one.	1	St. Paul
263	Corps is under pressure to come to a decision.	1	St. Paul
264	Would like to see us keep more of our corn and soybeans in the US and make into useful products here rather than ship to Japan or Europe.	2	St. Paul
265	Cannot overestimate the importance of rigorous study, otherwise states will be in an untenable position.	1	St. Paul
266	We will need to make improvements given the projections of traffic and if we don't, what will be the impacts on roads, air, and environment?	1	St. Paul
267	Buoys and cells will help reduce churning up of sediments, but not as much as having efficient movement through the locks. Need new locks and guidewalls.	1	St. Paul
268	The Mississippi River is a gift to the country. We need to do now what it takes to maintain the system installed 50 years ago.	1	St. Paul
269	<i>How many people want to pay more taxes to repair roadways if we increase truck shipping?</i>	1	St. Paul
270	<i>How much more are people willing to pay for food if we have to ship by truck or rail?</i>	1	St. Paul

	COMMENT	Times Listed	Workshop Location
271	<i>Strongly support extension of locks to handle barge traffic - balanced by a commitment to adequately fund EMP and other habitat programs.</i>	1	St. Paul
272	<i>I would just like to see the waiting times at the locks reduced in an environmentally and monetarily responsible manner.</i>	1	St. Paul
273	<i>Where do you get growth of shipping, we need to reduce production of grain so farmers get a better price.</i>	1	St. Paul
OTHER ISSUES - Opinions Concerning Specific Alternatives			
1	At bare minimum, plan F would make sense-need the locks.	6	Bettendorf
2	<i>After hearing the presentation on the preliminary environmental findings that show no significant impact on backwater, plant growth and mussel growth, I want the Corps to proceed with plan H and also lengthen locks 14-18.</i>	1	Bettendorf
3	Easy to say F, G, H are not good alternatives. There is no benefit because 50-60% are not operating because of high water (dam gates are open).	1	Bettendorf
4	Plan F - Most bang for buck.	2	Bettendorf
5	Support Plan H - if improvements are not made, more pressure will occur on highway and other infrastructure.	9	Bettendorf
6	Support Plan H - Plan E is a minimum measure that will meet the needs of the	3	Bettendorf
7	Support Plan H - Has Corps considered safety of this alternative as an additional benefit to commercial and recreational traffic?	1	Bettendorf
8	Plan E is most cost-effective and has most immediate benefit to farmer.	1	Bettendorf
9	In favor of Alternatives E and F as the most economically and environmentally feasible; to allow competition on a global basis.	1	Bettendorf
10	The Corps should look at Alternative H as the selected option.	2	Bettendorf
11	Supports Alternate H which supports commerce, farmers and the whole nation.	4	Bettendorf
12	<i>I am in favor of Plan E or F. Using your figures for costs and benefits these alternatives return the most for the dollar.</i>	1	Bettendorf
13	<i>I support no action or if the Corps has made up its mind to do something, Plan B would be acceptable.</i>	1	Bettendorf
14	<i>Plan F makes the most sense, you at least need 1200' chambers from locks 20 to 25.</i>	1	Bettendorf
15	<i>No action would be comparable to stopping road, bridge, rail, airport construction. They, along with barges, are a part of our infrastructure.</i>	1	Bettendorf
16	<i>A billion dollar stealth bomber gathering dust at the end of a runway can't come close to the annual benefits of plan H.</i>	1	Bettendorf
17	<i>As an absolute minimum, the Corps should consider nothing less than Alternative E and H is probably the best.</i>	1	Bettendorf
18	"P" with its positive benefit.	1	Bettendorf
19	<i>The Corps should implement the whole plan ASAP. Money is not a problem, we spent far more than the cost of this project bombing Yugoslavia this spring. We need these improvements for our domestic commerce.</i>	1	DesMoines
20	Corps should stop spending money on studies and start building Alternative H.	1	La Crosse
21	<i>I am in favor of no action being taken other than maintaining the status quo. I feel the Corps' estimates of future traffic volumes are erroneous. In the future, world market demands will be met by other developing nations.</i>	1	La Crosse

	COMMENT	Times Listed	Workshop Location
22	No action is not an alternative. Inter-modal transportation system is key ingredient to economic health of any import/export nation.	1	La Crosse
23	Feels that Alternative H is the best alternative to meet the demands and needs now and in the future.	3	La Crosse
24	Disagrees that Alternative H is the best alternative to meet the demands and needs now and in the future.	1	La Crosse
25	Disagrees that Corps should stop spending money and start building Alternative H.	1	La Crosse
26	Prefer no action due to fish and wildlife impacts as a result of sedimentation. Long term commodity prices and agriculture are not known. Question Corp's future traffic projects.	2	La Crosse
27	Support Alternative H because it is the most cost effective for the growth of our needs while preserving the environment.	3	La Crosse
28	Support Alternative H as best impact on jobs. Barge transportation most environmentally safe method. Gateway to world market, need system improved to remain competitive.	6	La Crosse
29	Alternative B might be a good option.	1	La Crosse
30	Alternative H seems to be the best, has more gains than costs.	1	La Crosse
31	Mississippi River is essential for our transportation. It has to be improved or our economy will go the other way. It is a more efficient system than rail or truck. I like Alternative H.	1	La Crosse
32	Support Alternates E and F to maintain cost effective mode of transportation of materials.	1	La Crosse
33	Supports No Action Alternative. Taxpayers should not benefit large corporate concerns who buy Congressional votes and profit most by this proposal. We should preserve the river as it is today for future generations. This project does not benefit the general public.	1	La Crosse
34	<i>No action is not an alternative.</i>	1	La Crosse
35	<i>Action must be taken to extend the locks and at the same time respect the environment. Alternative E would be a good start.</i>	1	La Crosse
36	<i>I would like to keep the river multipurpose, I would not like to see shipping and barge traffic cut or slowed down. I support plan G.</i>	1	La Crosse
37	Plan Alternate A is best in terms of cost and benefit.	2	Peoria
38	No action is not adequate. Plan D-H is minimum needed.	1	Peoria
39	Plan H not adequate. Will not address foreign competition.	3	Peoria
40	Recommend Plan F need to compete, need to upgrade to do that.	1	Peoria
41	<i>I believe the best alternative is H. The Chicago Board of Trade has shifted delivery points from Chicago and Toledo to the Illinois waterway, which is a good example of what people believe about the future of the waterway.</i>	1	Peoria
42	Best plan is G.	1	Quincy
43	<i>Has economic analysis taken into consideration escalating maintenance cost of existing navigation structures? Alternate Plan H makes the most sense.</i>	1	St. Louis
44	<i>Alternative Plans E & F look as though they would be of greatest benefit to the farming community.</i>	1	St. Louis

COMMENT	Times Listed	Workshop Location
45 <i>The Corps would best serve the nation by following through with Alternative H. My concern is the Corps has been too conservative regarding the net annual benefits and has disregarded real world supply and demand.</i>	1	St. Louis
46 <i>Support Proposition H, but do more and do it now while we have extra tax dollars!</i>	1	St. Paul
47 <i>Not taking any action does not appear to be a logical choice. Most of the locks have out-lived their projected life and most are in need of repair and substantial maintenance. The Alternative H, in my opinion, is needed to keep our nation competitive in the world marketplace. In our area it seems the agricultural community suffers most in their attempt to market their products. I am in strong support of the 1,200-foot locks and guidewall extensions in Alternative H.</i>	1	St. Paul
48 <i>I understand that transportation is a derived demand, and I support Alternative H.</i>	6	St. Paul
49 <i>Supports Alternative Plan H.</i>	3	St. Paul
50 <i>Strong support for non-structural improvements. No Lock extensions and funding for the EMP.</i>	1	St. Paul
51 <i>If we don't chose Alternate A, but look at B and F where net return is better and construction is faster, could the Corps start with A and build up gradually after evaluating A impacts and then move up to F?</i>	1	St. Paul
52 <i>I am a proponent for responsible growth and development. I tend to favor the alternatives that show the highest return on investment (E or F). I don't know enough about the environmental impacts of these alternatives yet, to give them my full support. I believe that agricultural economy of the Midwest is heavily dependent on this system and, therefore, improvements are needed. I am not convinced as to which alternative is the best.</i>	1	St. Paul