



US Army Corps
of Engineers

Upper Mississippi River - Illinois Waterway System Navigation Study

UMR-IWWS Navigation Study Newsletter

May 1994

Vd. 2 No.2



GOVERNORS' LIAISON COMMITTEE

-By Kevin Bluhm-

On May 17, the Governors' Liaison Committee (GLC) met in St. Paul to discuss current navigation study issues. One issue was the lack of an analysis of regional economic impacts. The States expressed their desire that the Corps of Engineers measure and communicate regional economic effects of navigation on the States' economy. Currently, the Federal Government makes investment decisions primarily based on national economic effects in the benefit analysis.

Another discussion centered around the Navigation Environmental Coordination Committee (NECC) multi-party memorandum of environmental issues and the Corps' responses to that memorandum. The memorandum described several environmental issues and studies that the NECC has identified as being inadequately addressed by the current navigation study.

The Corps is in the process of reevaluating previous positions on these issues. The Corps will continue to meet with the States, U.S. Fish and Wildlife Service (USFWS), and Environmental Protection Agency (EPA) to resolve these issues, if possible. If resolution is not possible, then focused points of disagreement will be

referred to the Washington level of the Corps, USFWS, and EPA. A special session of the NECC is planned to clearly define the issues for discussion at the GLC.

The GLC will meet again on September 12 in St. Louis, MO. o

ENHANCED P. I. PLAN APPROVED

-By Sharryn Jackson-

The Public Involvement (P.I.) work group has recently completed an Enhanced Public Involvement Plan for the Upper Mississippi River-Illinois Waterway System Navigation Study.

The original P.I. plan was written in 1992 as part of the Initial Project Management Plan (IPMP) for the study. At that time, the plan was felt to be adequate to accomplish required public information activities and to obtain feedback. However, following the October-November 1993 informational public meetings, the concerns expressed demonstrated to the Corps that there is significant interest in the navigation study and that the original P.I. plan needed to be enhanced.

Meeting attendees strongly expressed their desire to be kept informed of study

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progress, to be provided technical information and to be able to discuss the various study activities at the meetings, and to be included throughout the study.

In order to develop an enhanced P.I. plan, a series of reviews and meetings was conducted. This process included a study team "brainstorming" meeting conducted by a public involvement facilitator and a meeting between the Corps of Engineers P.I. and Study Management work groups, Corps public affairs officers, and a representative from each of the five affected States. The State representatives were appointed by the Governors' Liaison Committee. They are:

- Illinois - Gary Clark, Department of Transportation
- Iowa - James Hall, Department of Transportation
- Minnesota - Steve Johnson, Department of Natural Resources
- Missouri - Janie Monks and Jerry Vineyard, Department of Natural Resources
- Wisconsin - Jeff Smoller, Department of Natural Resources

During this process, the goals, objectives, and public audiences were identified and used as focal points for developing the revised plan. The enhanced plan substantially increases the opportunities for the

public, and especially interest groups, to be informed about and react to the study throughout the study process. This plan allows for increased public interaction with the study team through a wide variety of meetings, workshops and conferences. These avenues allow the public to provide continued input, ideas and concerns. Enhanced presentations and an extensive media plan with more informational brochures will offer an increased opportunity for the public to be informed and educated throughout the study process.

The goals of public involvement remain unchanged. They are to inform and educate the public and solicit feedback through open communication, and to include in the plan formulation process all public interested in and affected by the study recommendations. ○

ENGINEERING COORDINATING COMMITTEE

At the request of the Governors' Liaison Committee members, the Corps of Engineers has established an Engineering Coordinating Committee (ENCC). The Engineering Coordinating Committee will consist of representatives of the States of Illinois, Iowa, Minne-

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-Photo by Samantha Cumberworth St. Paul District COE

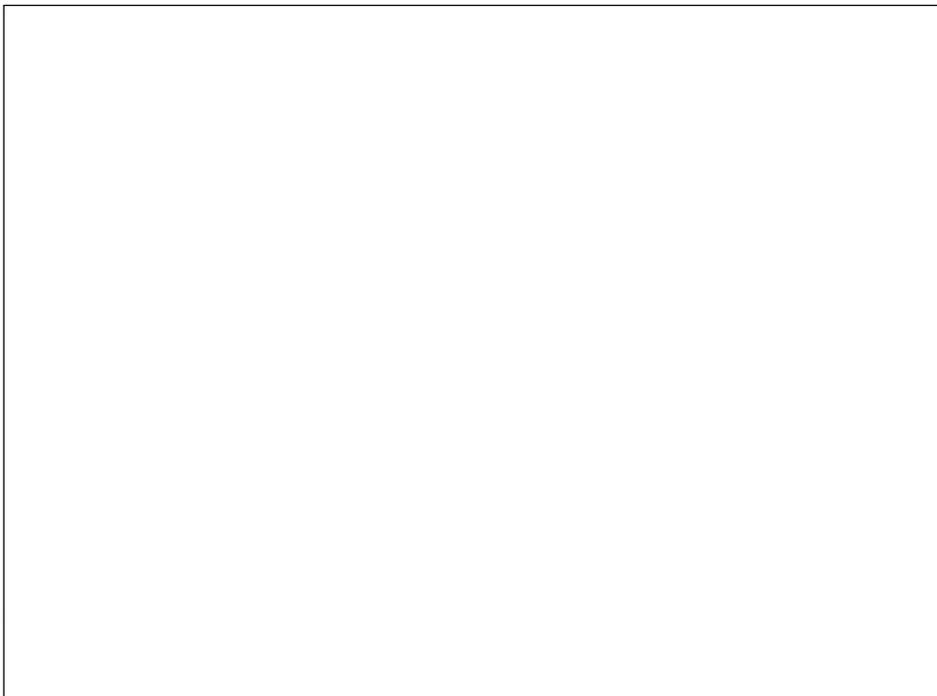


Photo of Ken Barr reporting to the GLC on NECC concerns.

This publication is produced by the UMR-IWWS Navigation Study Public Involvement work group.

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sota, Missouri, and Wisconsin; the commander of the North Central Division, U.S. Army Corps of Engineers or his representative; and all parties interested in the engineering and design aspects of the Upper Mississippi River-Illinois Waterway System Navigation Study.

All meetings will be open to the public, and scheduled meeting dates and places will be publicly announced.

The purpose of the Engineering Coordinating Committee will be: (1) to provide information to all committee participants on engineering and design matters pertaining to the navigation study, (2) to facilitate efforts by the committee's participants to arrive at a consensus regarding items that could be considered in the engineering and design effort, and (3) to engender a shared set of goals and expectations for the engineering and design portion of the navigation study among all committee participants, the navigation industry, the construction industry and the public.

The meeting will be chaired by a representative of the U.S. Army Corps of Engineers and will include a period of time for interaction with all interested persons. The Corps of Engineers' point of contact for the Engineering Coordinating Committee is Bob Hughey of the Corps' St. Louis District. He can be reached at 314/331-8300.

The first ENCC meeting was held Wednesday, May 25, 1994 at the Marriott/Airport Hotel in St. Louis, MO. The next ENCC meeting is planned for September 1994. o

CORPS RESPONSES TO QUESTIONS

-By Kevin W. Bluhm-

Last fall, the Corps of Engineers held a series of meetings in the Upper Mississippi River-Illinois Waterway System (UMR-IWWS) study area. These meetings generated many questions of the Corps regarding the UMR-IWWS Navigation Study. The Corps has prepared and distributed responses to

answer all the questions that were formally asked. The following is a summary of some questions most often asked.

Q: The Inland Waterway Trust Fund is required by Congress to pay 50% of the capital costs associated with new investments on the Lock and Dam System. The Inland Waterway Trust Fund does not have, and will not have, the money required to pay for their share of the billion dollars worth of system expansion. Why is the Corps of Engineers spending 40 million dollars of taxpayers' money on Feasibility Studies when we know right now that the Inland Waterway Trust Fund cannot meet their congressional mandated obligations?

A: Part 1: (background information) What is the Inland Waterway Trust Fund?

The Inland Waterway Trust Fund was established on October 21, 1978 by PL 95-502. The Trust Fund was established to provide funds, equal to Federal appropriations for making construction and rehabilitation of navigation facilities on the inland and inter-coastal waterways of the United States, i.e. project costs are shared 50-50 between the Trust Fund and the nation's general revenues. The Trust Fund is supported by a fuel tax paid by commercial users (i.e., towing and barge industries) of the inland waterway system.

The Trust Fund, as of 1 October 1993, has a balance of \$198.3 million. Current construction schedules to complete five projects and ten major rehabilitation projects, will require approximately \$785.1 million after fiscal year 94 and will be cost shared between the Trust Fund and general revenues. It is possible that, at the current level of expenditure, the Trust Fund's coffers will be depleted or substantially reduced; thereby limiting the number of projects to be constructed. This is a subject of discussion among the Corps of Engineers Districts and Divisions involved in the navigation study. The Inland Waterways Users Board and the Headquarters U.S. Army Corps of Engineers have begun to focus their atten-

tion on the possible prioritization of projects recognizing trust fund constraints. The navigation study will include an analysis of a recommended plan that recognizes trust fund limitations.

Part 2: Why is the Corps spending several million dollars to conduct a feasibility study of the navigation system on the Upper Mississippi River and Illinois Waterway?

Corps of Engineers data indicates that delays, from locks 11 thru 25 on the Mississippi River and La Grange to Peoria in the Illinois Waterway, in 1993 cost the industry approximately \$40 million. As traffic grows through time, delays will increase at increasing rates. Therefore, with every passing day, week and year, this nation and its taxpayers experience increased cost of transportation stemming from delays at congested locks on the system.

Because of the costs associated with the capacities (delays) of the current locks, it is important to proceed with this study in a timely manner.

Q: In order to get to the Feasibility Study stage of the planning process the Navigation Reconnaissance Report had to find a positive cost benefit analysis. The driving force behind the positive cost benefit analysis in the Reconnaissance Report was in the projected increase in bulk commodities needing transportation. A 1993 publication from the University of Iowa's Public Policy Center titled "Transportation and Iowa's Economic Future" found that it was unlikely that demand would approach levels that would justify even considering major capacity improvements and such improvements would be very unlikely to be efficient investments of public capital. Previous study projections for traffic growth in the 1982 Master Plan have not materialized. What is the basis for the Corps projections for doubling shipping needs and what kind of alternatives to shipping by barge have been identified by the Corps?

A: The importance of the Upper Mississippi River -

Illinois Waterway as a shipping artery is reflected in the continual increase in tonnage shipped on the system. The system is significant for certain key American exports. For example, goods shipped on the rivers include nearly half of this nation's corn exports.

Waterborne commerce on the Upper Mississippi River has increased from about 27 million tons in 1960 to 91 million tons in 1990. On the Illinois Waterway, nearly 23 million tons shipped in 1960 has grown to 46 million tons in 1990. Historically, since the navigation project was put into operation, traffic has grown at an average annual rate of 3 percent.

Since this study looks at the future (the year 2000-2050) navigation needs of the system, traffic in the future must be projected to help determine if demands of the system will justify making improvements.

During the reconnaissance studies for both the Upper Mississippi River and Illinois Waterway, traffic projections were derived by the Institute for Water Resources (IWR) and published in its 1988 and 1992 Inland Waterway Review. These forecast data were generated by several government agencies and independent firms using historical data as well as by projecting regional, national, and international economic activity. The IWR used these data to generate three sets of traffic projections based on a low, medium, and high average annual growth rate in traffic through the year 2010. During the Reconnaissance Study and to date, the Corps has been using the medium annual growth rate of 2 percent to project future traffic and its demands. However, there are studies and data that indicate higher average annual growth rates may occur. A good example is the publication from the University of Iowa's Public Policy Center titled "Transportation and Iowa's Economic Future," which references a recent study (McVey, Baumhover, and Baumel 1991) that forecasts commercial grain sales in Iowa, from farms to markets, would increase about 36 percent from 1988 to 1993. Annualized, this increase in grain sales

represents a growth in excess of 4 percent, far greater than the 2 percent average annual total traffic increases used to date. Additional research and review of existing data and studies regarding traffic forecasts are necessary to minimize discrepancies and, therefore, make the forecasts as realistic as possible. Within the economic portion of this study, funds are budgeted and scoped to obtain future traffic projections from independent sources.

Q: Will you remove islands to straighten the channel?

A: No. Channel alignments will remain as is unless there is a natural change in alignment or some unusual shoaling event (condition where river velocities are less). The exception would be any channel modifications deemed necessary in the immediate vicinity of a lock facility.

Q: Water level fluctuations are most noticeable in the fall. Why?

A: Rises on the Mississippi River occur at two times of the year. They occur in the spring due to the combination of snowmelt and rainfall, and in the fall due to rainfall. Fall rains, without field vegetation and with limited evaporation, have a higher runoff than rains during the summer. It is necessary to look at the operational aspects of the dams to further understand the impacts of rainfall and runoff on river water levels. The pool is maintained at the same level year-round as measured at the dam; however, as rainfall and runoff increase, so does the flow. As the flow increases, the slope of the river and the pool elevations also increase. The increases become more noticeable as one moves farther upstream from the dam.

Q: Is this study (Navigation Study) addressing projected recreational use on the upper river, marina facilities, and public access?

A: Yes. Recreational boating projections will be made as part of an environmental study that evaluates the environmental impact of recreational boating in backwater areas. Projections of recreational boating

use of the locks will also be made to evaluate future conflicts at the locks between recreational and commercial users. The study will not address the need for additional marinas or public accesses to accommodate future demand.

Your comments about our study make a difference. The study team reviews all comments to assure that we are aware of the public's concerns and of any issues we may have overlooked. It is too early to know what the results of this study may be. However, the public can be included in our study process so the results are understood by all. Ways in which you can be a part of our study include: reading our newsletters and providing comments on the comment sheet that is included, or writing to the study manager and expressing your feelings, ideas, or questions. An easy way to ask a question or get information is to call the Navigation Study hotline 800/872-8822. ◊

WANT TO LEARN MORE ABOUT THE NAVIGATION STUDY??

Corps of Engineers representatives are available to speak to your group or organization about the Navigation Study. For more information, please contact Nelson J. Cordoba, Study Manager, at 309/794-5399 or write to:

U.S. Army Corps of Engineers, Rock Island
ATTN: Planning Division (Cordoba)
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004 ◊



OTHER HAPPENINGS ON THE MISSISSIPPI RIVER

NAVIGATION STUDY AND FLOODPLAIN MANAGEMENT ASSESSMENT RUNNING CONCURRENTLY

-By Samantha Cumberworth-

Another major Corps of Engineers effort on the Mississippi River is the Floodplain Management Assessment (FPMA). While the Navigation Study and Floodplain Management Assessment both deal with the Mississippi River, the Navigation Study's focus is primarily the navigation system, which includes channels, locks and dams, and the future of navigation on the entire Mississippi and Illinois Rivers. The Floodplain Management Assessment will, among other objectives, look at the existing land and water resources in the study area; evaluate cost effectiveness of alternate flood control measures; examine nonstructural measures to reduce flood damages; and identify critical facilities needing added flood protection. This assessment was authorized by Congress because of the catastrophic damages to residential, commercial, industrial, agricultural, and public properties during the Great Flood of 1993. It will be completed in June 1995.

The Floodplain Management Assessment area includes the upper Mississippi River (from St. Paul, Minnesota, to Cairo, Illinois), the lower Missouri River (from Gavins Point Dam near Yankton, South Dakota, to St. Louis, Missouri), and major tributaries. The Floodplain Management team consists of planners, biologists, engineers, economists and social scientists. To learn more about the assessment, the public is encouraged to attend one of the open houses beginning June 13th, at 12 locations throughout the study area. Each open house will follow an informal format which will allow participants to talk with the technical specialists working on the assessment; to view displays and a continuous slide program; and to provide input into the assessment. These workshops are designed to provide information and allow for discussion of floodplain issues. If you can't attend one of the open houses, you can always contact the Floodplain Management repre-

sentative in your area. They are as follows:

St. Paul area: Dave Loss 612/290-5435

Rock Island area: George Gitter 309/794-5387

St. Louis area: Dave Rahubka 314/331-8490 ○

THE MISSISSIPPI RIVER CORRIDOR

-By Jacqueline Chandler-

Americans are becoming increasingly interested in preserving their natural, historic, and cultural heritage. In the face of this interest and diminishing funds for national park acquisition, new methods of preservation are being devised. One method is to create a national heritage corridor. Heritage corridor designation by Congress allows for the preservation and interpretation of large landscapes and their resources.

In the mid-1980's, the Mississippi River Parkway Commission and the Great River Road Association petitioned Congress to consider establishing a national heritage corridor along the river. In 1990, Congress approved legislation that established the Mississippi River Corridor Study Commission. Congress directed this commission to undertake a study to determine the feasibility of designating the river as a national heritage corridor. Congress also charged the commission with recommending methods for preserving and enhancing the unique natural, recreational, scenic, cultural, scientific, and economic resources of the corridor.

An interdisciplinary team of planners for the National Park Service is conducting the study for the commission. The commission will report its findings to Congress, who will decide whether to establish a national heritage corridor and what form it will take.

The commission has undertaken a substantial data-gathering effort, which includes eliciting public opinion; an inventory of resources within the corridor; and information furnished by State and Federal agencies, as well as individuals and businesses with knowledge of river valley resources.

More than 2,000 individuals, organizations, and businesses have written to the commission, attended

its meetings, or received copies of its newsletter. All twelve of the commission's meetings have been open to the public. Next year, a series of ten well-publicized public hearings will be held (one in each corridor State) to facilitate comments on the commission's draft study report.

For more information on this study, please contact:

Mississippi River Corridor
Study Commission
National Park Service - DSC-TCE
12795 West Alameda Parkway
P.O. Box 25287
Denver, CO 80225-0287

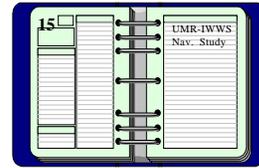
The information for this article was provided by Evan Zantow, Chairman of the Wisconsin Mississippi River Parkway Commission and a Commissioner for the Wisconsin Mississippi River Heritage Corridor Study. o

**SALUTE TO THE RIVER,
OPENING OF THE WATERWAY**

The Midwest Area River Coalition (MARC 2000) has joined with the U.S. Army Corps of Engineers, industry and environmental organizations, public and civic groups, and local volunteers to produce a series of events that will serve to demonstrate the significant

impacts the Melvin Price Locks & Dam and the inland waterway navigation system have on the St. Louis region, the Midwest, and the nation. The importance of the river to the St. Louis region, Midwest commerce and world trade will be the focus of attention during this major, two-day celebration of

-(continued on page 8)-



UPCOMING MEETINGS

July 12-15, 1994: International Rivers Conference, La Crosse, WI

August 2, 1994: Navigation Environmental Coordination Committee, Moline, IL

September 12, 1994: Governors' Liaison Committee and Economics Coordinating Committee, St. Louis, MO

September 1994: Engineering Coordinating Committee

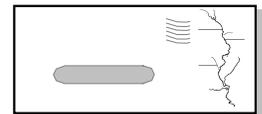
Fall 1994: NEPA Process Scoping Public Meetings and public workshops



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the completion of the Melvin Price Locks and Dam. This mammoth new project is the largest lock and dam on the Mississippi River. It is helping the Midwest capture global market opportunities that would otherwise be missed, or reserved for coastal cities.

At a conference in St. Louis on Friday, June 17, representatives of the U.S and Mexican governments, economists and industry experts will discuss the economic and environmental assets of America's inland waterways. Saturday, June 18, business leaders and elected officials from throughout the Midwest—including Congressional representatives from several Midwestern states—will dedicate the Locks and Dam. ○

FUTURE ARTICLES

Look for the following articles in the August-September issue of this newsletter:

- * Benefits - Read about how different types of benefits are evaluated.
- * More responses to questions raised at the initial public meetings.

Questions?

...for general study information, call Nelson J. Cordba, study manager, at 309/794-5399 or write to the address below, ATTN: CENCR-PD-W.

...or for information on Public Involvement meetings, call the toll-free telephone number, 800/USA(872)-8822. Meeting announcements will be in the Public Involvement menu. Or call Kevin Blum, public involvement coordinator, at 612/290-5247, or write to the address below, ATTN: CENCR-PD-C/Blum.

...if you want to be added to the mailing list for future newsletters, study updates, and meeting announcements, write to the address below, ATTN: CENCR-PD-C or call the toll-free telephone number and leave your information in the Public Involvement menu.

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