

UMIMRA Welcomes New Members

**American Consulting Engineers Council
(ACEC) - Illinois**
Springfield, Illinois

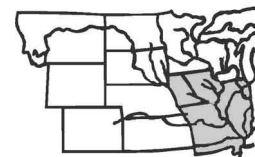
Alter Barge
St. Louis, Missouri

**Degognia & Fountain Bluff
Levee & Drainage District**
Rockwood, Illinois

**Northeast Missouri Electrical
Power Cooperative**
Palmyra, Missouri

UPPER MISSISSIPPI, ILLINOIS & MISSOURI RIVERS ASSOCIATION

300 West Edwards, Suite 201B
Springfield, Illinois 62704



RIVER CURRENTS

UPPER MISSISSIPPI, ILLINOIS & MISSOURI RIVERS ASSOCIATION - UMIMRA

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UMIMRA

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Missouri Levee and Drainage District
Association

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CHAIRMAN'S UPDATE *Dave McMurray, UMIMRA Chairman*

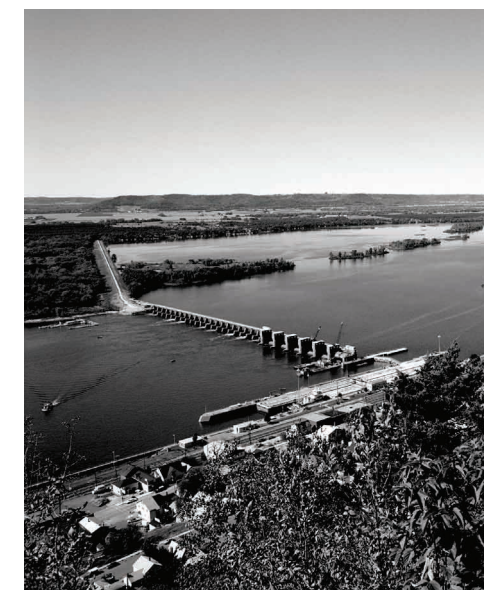
CONGRESS ACTS ON APPROPRIATION BILL Provides \$1.2 Mllion for Comprehensive Plan; \$13.5 Million for Lock and Dam Engineering and Design

The Upper Mississippi, Illinois and Missouri Rivers Association (UMIMRA) applauds the U.S. Congress on its successful passage of key funding to support flood control and navigation improvements along the Upper Mississippi River.

UMIMRA sincerely appreciates the committed efforts of so many members of Congress and their staff members who have a great appreciation for river issues and how they play an integral part in the lives of so many people. This financial support from the federal government demonstrates an understanding of the importance of the Upper Mississippi River System, growing our economy, creating and maintaining jobs and preventing catastrophic flooding for those who live in the floodplain.

Funding in the omnibus appropriations bill for FY 2005 includes \$1.2 million for the Comprehensive Plan for Flood Control. This will allow the Comprehensive Plan to continue moving forward.

The other major provision of the bill provides \$13.5 million to continue



the upgrade of locks and dams. Specifically, this funding is approved for preliminary engineering and design work as part of the larger plan to provide new locks and dams on the Upper Mississippi River.

Another notable element of the omnibus appropriations bill for FY 2005 includes \$4.8 million for the repair of Lock & Dam #19.

NEW ADDRESS AS OF JANUARY 1, 2005

UMIMRA is moving two blocks down the street. Please make note of our new address, and stop in if you are in town.



UMIMRA
600 South 2nd Street, Suite 403
Springfield, Illinois 62704

The phone and fax numbers will remain the same.

**IN THIS ISSUE OF
RIVER CURRENTS:**

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NOTE FROM THE EDITOR

As UMIMRA members, we welcome your input on the format, content and suggestions for future articles for River Currents. Please direct your comments to Kim Robinson, UMIMRA, 300 W. Edwards, Ste. 201B, Springfield, IL 62704, or kimrobinson@umimra.org.

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UMIMRA TALKS WITH U.S. ARMY CORPS OF ENGINEERS COMMANDER, MAJOR GENERAL STROCK

By Kim Robinson, Executive Director

In late September, while attending the National Waterways Conference annual meeting, I had the opportunity to sit down with Major General Carl Strock, Commander of the US Army Corps of Engineers, to talk about the Corps' current mission and challenges. Following is an excerpt of our discussion.

Robinson: How is the Corps responding to the administration's emphasis on performance-based budgeting and what does this mean for projects like the Comprehensive Plan for Flood Control on the Upper Mississippi and the Navigation Study?

Strock: We believe it is the right way to go. If the idea is that every agency is doing it, we should be able to demonstrate the benefits of our projects. However, in the short term, resources are going to remain at current levels and so some necessary projects will go unfunded. Performance-based budgeting will create some "haves" and "have nots," and that is a concern in the short term.

Robinson: How will the move away from geographic equity in funding Corps projects impact the Upper Mississippi?

Strock: First of all, all Corps projects are regional. It will continue to be important that groups like UMIMRA make a case nationally for the significance of their regional systems. The Everglades are a good example of how this can be effective. The Everglades are contained entirely within one state. Yet, the constituents who care about that resource have made the case nationally for its significance. The Upper Mississippi impacts multiple geographic areas of the country.

Robinson: How can UMIMRA best assist the Corps in meeting the new regulations

for performance-based budgeting?

Strock: UMIMRA and groups like it are often in the best position to help us articulate the benefits of a particular project. Sitting down and talking with us will help us develop the specific objectives and measurements that are essential as we move to performance-based budgeting.

Robinson: We have been told that the Corps will be working to ensure a "system-wide" approach as it plans its projects and studies. How will this differ from how the Corps has functioned historically?

Strock: We need to think more comprehensively about all impacts of our projects. Our traditional approach has been to develop an engineering solution and then consider, for example, the economic impacts. We want to work on a basin-wide, watershed approach where we consider all missions – navigation, environment, flood control and recreation – at the same time.

Robinson: Specifically, how will you accomplish this?

Strock: The Upper Mississippi Navigation Study is a model of how this can work. An interagency group was assembled to work together to guide and review the project. Independent review is also helpful to this process.

Robinson: Any additional thoughts you would like to share with our members?

Strock: UMIMRA can help by insuring that everyone who has a stake in the Corps' work understands the impact of pending legislation.

UMIMRA SEEKS NEW MEMBERS

Key Facts to Help Increase Membership

As the Army Corps of Engineers works toward completion of both the Comprehensive Plan and the Navigation Study, we are at a critical point in our mission.

We must ensure both studies get completed on schedule, and that a comprehensive approach is taken as alternatives are evaluated, debated and ultimately funded.

Through your UMIMRA membership, you invest in an organization with a history of integrity and effectiveness in the Upper Mississippi Valley. Only with our help can we accomplish these important goals.

What do you tell your friends, neighbors, business associates when you talk about the importance of UMIMRA?

HERE'S WHAT OTHERS HAVE TO SAY ABOUT UMIMRA:

"We support UMIMRA because it is active, works to keep everyone focused on river issues, and makes sure all views are represented."

Henry Holling - Caterpillar

"The work of this association is tremendous, and we are pleased to be partners with UMIMRA. You are people of integrity."

Brigadier General Don T. Riley
Director of Civil Works, U.S. Army Corps of Engineers

WHO BENEFITS FROM UMIMRA'S ADVOCACY?

Agriculture: The Upper Mississippi Rivers system carries 50% of the nation's corn exports and 40% of the soybean exports.

Workers: Lock and dam construction contained in the Navigation Study will create as many as 48 million man-hours that cannot be exported to the other side of the world.

Recreation: Maintaining public access and the integrity of the river system enables residents to enjoy boating, fishing, water skiing and a variety of activities on the river.

Economic Development: Individuals, families, farmers and businesses benefit from improved navigation by the ripple effect of bringing economic development into the region.

Business Owners: Many lives and jobs depend on flood protection. Beyond agriculture, it is about protecting property and interstate commerce.

Industry: The navigation efficiency included in the Nav Study will save nearly one hour per lockage, translating into more competitive pricing on the international market.

Environment: For every gallon of fuel to move one ton of goods along our waterways, trains would require 2 1/2 gallons and trucks 9 gallons.

"Quincy is a growing city, with one of the top ten park districts in the state and a thriving business sector, including a number of international high-tech manufacturers. UMIMRA's work helps preserve the healthy river system inextricably tied to the success of the "Gem City."

Quincy Mayor Chuck Scholz

For More information about UMIMRA membership, call Executive Director Kim Robinson at 217-522-4109.

"I continue to be impressed with UMIMRA's relationship with the Corps and with Members of Congress. Many Congressional staff members attend the annual meetings and the organization is known positively in Washington, D.C."

Chris Neeld - Farmer

AN INTRODUCTION TO THE MID-AMERICA PORT COMMISSION

By: Captain Mark McNally, Executive Director



Greetings from the Mid-America Port Commission (MAPC). The Commission is the first three-state compact in the nation dedicated to establishing a port. Legislation in Illinois, Iowa and Missouri was passed by each state's legislature, giving a charter to the Commission, as well as the authority, to properly exploit the arteries of the Upper Mississippi and Illinois Rivers. One can see that the Commission and UMIMRA should share many of the same concerns. We do! As a member of UMIMRA, the Commission applauds and supports the important work of the organization. The maintenance of navigable water, the restoration of the river, and the proper use of our waterways are of the utmost importance; not only to UMIMRA, but to the entire nation.

The MAPC was conceived and established to be a regional economic development entity, engaged in making a public port facility with modern intermodal freight capabilities, with an attached industrial park. This port development is not being done because we like boats! This is done to entice industry into the region to bring needed jobs and provide an economic boom to the area. The Commission represents eleven counties in Illinois, six in Iowa, and nine in Missouri, covering

over 13,000 square miles. Unfortunately, realities of the economy, and the large magnitude of the establishment of ports don't allow simultaneous establishments of facilities in all three states. We have a long range plan to establish facilities in all three states, as well as proper use of the Illinois River. Currently, Quincy, Illinois is being prepared as the initial site for the port facilities. In the future, when the initial port is "up and running", expansion to Iowa and Missouri will occur. Until that time, the Port Commission will continue to support all regional economic efforts that benefit the Commission's Counties.

A word about the initial site... All three states Commissioners came to the difficult decision for the right reason: Quincy has the infrastructure, the roads, rail, water, sewer, power, and flood protection that makes enticing industry easier than the other site candidates.

Once the Port is handling commodities, we will establish the Mid-America Port as a Customs Port of Entry (POE). This will enable the port to have commodities shipped directly to the port without having to clear customs at an intermediate port, for example, New Orleans, before being received at the port. Once the port is designated a Customs POE, the port will

also be designated a general purpose Foreign Trade Zone (FTZ). The general purpose FTZ can then administer FTZ sub-zones, which do not have to be contiguous to the port. At that time, FTZ sub-zones will be established in Iowa and Missouri, as well as Illinois, administered by the general purpose FTZ.

In November, the Executive Director of the MAPC traveled to China on a Trade Mission to foster investment in the port. To quote the Mayor of Quincy, Charles W. Scholz, who also went on the Trade Mission, "I feel strongly that both short term and long term goals were accomplished even beyond our most optimistic expectations."

The Executive Director of MAPC, Captain Mark McNally, shares the Mayor's optimistic view of the success of the mission. The outlook for the Mid-America Port is bright. This port effort is another example how our nation's inland waterways provide for the economic good for the interior of our great nation, and why it should be a national priority to maintain our waterways.

WATERSHED SCALE IMPACTS PROJECT REPORTS AVAILABLE

Two projects from CSREES/USDA Conservation Effects Assessment Project grant award are looking at watershed scale impacts utilizing AnnAGNPS and SWAT models. Interested parties can learn more about the projects, "Land Use and Water Quality Trends in Rock Creek Water Shed (Seneca County, Ohio) 1982 - 2005, by visiting: <http://cris.csrees.usda.gov/cgi-bin/starfinder/0?path=fastlink1.txt&id=anon&pass=&search=>

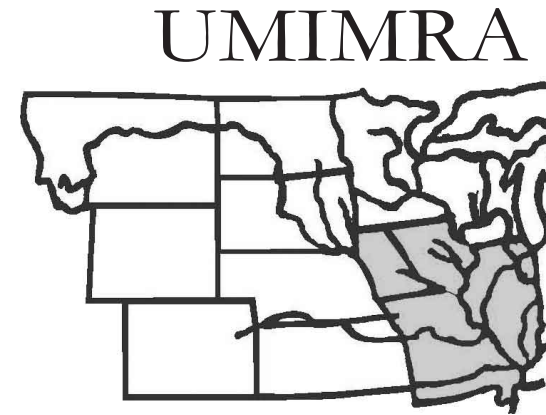
[AN=0201638&format=WEBFMT7;](http://cris.csrees.usda.gov/cgi-bin/starfinder/0?path=fastlink1.txt&id=anon&pass=&search=AN=0201638&format=WEBFMT7;) and "Economic and Water Quality Effects of Multiple Conservation Practices in Three Midwest Watersheds" by visiting: <http://cris.csrees.usda.gov/cgi-bin/starfinder/0?path=fastlink1.txt&id=anon&pass=&search=AN=0201676&format=WEBFMT7>

In other study news, the USDA announced on October 13, 2005 the award of \$8 million in water quality grants. Two of these grants were to ADMS partners:

- **\$269,000 to Iowa State University** in Ames, Iowa to develop educational programs linked to performance-based water quality programs;
- **\$580,000 to Purdue University** in West Lafayette, Indiana to provide research and educational materials on drainage management to improve water quality in the Midwest.

DON'T MISS THE UMIMRA ANNUAL CONFERENCE - FEBRUARY 10, 2005

QUINCY, ILLINOIS



UMIMRA will again hold its Annual Conference in Quincy, Illinois. The stellar line up for this full day event includes:

- Economic Impact of the River on our Economy - Hear from major users of the rivers, regional economic development experts, and river port developers on how navigable rivers impact the economies within the watershed.
- Army Corps of Engineers Update - Key Corps leadership share their thoughts on a wide range of issues from the Navigation Study to the Flood Outlook.
- Elected Officials Panel - Our state and federal elected officials share their thoughts on the latest river & floodplain issues.
- The Comprehensive Plan for Flood Control - UMIMRA leaders, Corps staff, and state officials provide an overview of the Comprehensive Plan.

Cost for the conference is \$50 per person and includes continental breakfast, lunch and refreshment breaks. Activities begin at 8:00 AM for registration and breakfast, with sessions kicking off at 8:45. UMIMRA projects the day concluding with the Business Meeting at 4:15.

To register for the conference, complete the form and mail to UMIMRA, 300 West Edwards, Suite 201B, Springfield, Illinois 62704; or fax to 217-528-6545. Call 217-522-4109 with any questions.

Sponsorship and exhibit opportunities for the conference are available as well. Please contact Executive Director Kim Robinson or Meeting Coordinator Veronica Knox at 217-522-4109 for more information on sponsorships and exhibit space.

UPPER MISSISSIPPI, ILLINOIS & MISSOURI RIVERS ASSOCIATION 2005 ANNUAL CONFERENCE

Registration Information

First Registrant

Name: _____
(as it should appear on your name tag)

Affiliation: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____ Fax: _____

E-Mail: _____

Second Registrant

Name: _____
(as it should appear on your name tag)

Affiliation: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____ Fax: _____

E-Mail: _____

Cost: \$50/Person Deadline: January 28, 2005

Check # _____

Please make checks payable to "UMIMRA."

Mail this form with payment to:
UMIMRA - ANNUAL CONFERENCE
300 West Edwards, Suite 201-B
Springfield, Illinois 62704
Fax to 217.528.6545 to hold your reservation.
Call 217.522.4109 with any questions.

CONGRESSMAN HULSHOF: NEXT STEPS FOR THE NAVIGATION STUDY

By The Honorable Kenny Hulshof, United States Representative (Missouri)



During the 108th Congress, river stakeholders and their allies in Congress continued to highlight the important issues facing the Mississippi River. The coming year will take the combined efforts of UMIMRA and Congress if we are to build upon the progress made this year.

The U.S. Army Corps of Engineers has completed the Upper Mississippi River-Illinois Waterway Navigation Study and Environmental Impact Statement. This document will serve as the long-term framework for navigation efficiency and ecosystem restoration on the Mississippi River.

The Navigation Study has garnered a wide base of support. Hearings held by the Congressional Mississippi River Caucus, of which I am a co-chair, have positioned this document for passage by Congress but much work remains to be done. I look forward to working with UMIMRA and other river stakeholders in the

upcoming Congress to make needed improvements to our nation's river infrastructure.

However, Navigation Study is only one step. Without an overarching blueprint for the Upper River, we will never be able to harness the true economic and ecological benefits of the river. It is my hope that the \$1.2 million in federal funding recently allotted for the Upper Mississippi Comprehensive Plan will help further this goal. And in the next Congress, it is imperative that we all continue the push for the funding needed to complete the Comprehensive Plan.

As the operator of a family farm that depends on river transportation to get product to market, I have first-hand knowledge of the importance of navigation on our nation's waterways. I also know that the time for action to improve our river infrastructure is now. Together we must press for completion of both the Navigation Study and the Comprehensive Plan. I fully intend to continue this effort next year.

ABOUT CONGRESSMAN HULSHOF

Elected to Congress in 1996, Kenny Hulshof is serving his fourth term as the U.S. Representative serving the 25 counties in northeastern and central Missouri that make up Missouri's Ninth Congressional District.

In his first term, Congressman Hulshof secured a seat on the powerful U.S. House Ways and Means Committee, where he serves on the Social Security Subcommittee. Early in 2003, Hulshof secured a seat on the House Committee on the Budget. He also continues to serve on the House Ethics Committee. Additionally, he is a member of the House Policy Committee, where he serves as the Tax Reform Subcommittee Chairman. He is also a member of the Subcommittees of Health, and Environment, Resources and Agriculture.

Congressman Hulshof has been instrumental on several key pieces of legislation, including legislation to expand Education Savings Accounts, legislation to make permanent the 2001 tax relief, an initiative in 2002 that fosters expanded use of biodiesel--a renewable fuel made from soybeans. He also was co-author of the Ticket to Work and Work Incentives Improvement Act, landmark legislation to help individuals with disabilities lead independent lives.

In Congress, Hulshof's legislative record reflects the diverse interests of the district he represents. He is the author of the Farm and Ranch Risk Management (FARRM) Act, which establishes tax-deferred accounts to help farmers manage risk. Other legislation he's co-sponsored includes a move to repeal outdated fuel taxes and provide incentives for low and middle income taxpayers to increase their personal savings.

A native of Bertrand, Missouri, Hulshof is married to Renee (Howell) Hulshof, of Hannibal, Missouri, and a graduate of the Journalism School at the University of Missouri. Residents of Columbia, Missouri, the Hulshofs' have two daughters, Casey Elizabeth Hulshof, born Oct. 30, 1999, and Hanna McKinley, born December 7, 2002.

Hulshof is active in the Newman Center Catholic Church in Columbia, and serves on the board of the MU Farmhouse Foundation.

2005 - 2006 MISSOURI RIVER AOP PLANNING UNDERWAY

Several Issues Draw Attention, Discussion



With the conclusion of the commercial navigation season along the Missouri River, the U.S Army Corps of Engineers have begun planning for the 2005-2006 Missouri River Annual Operating Plan.

As you may be aware, the Annual Operating Plan (AOP) is the Corps' annual plan for operation of the river, including proposed depths of water, impacting such things as lake water storage levels, navigation season, navigation flows, etc. The Corps offers a draft proposal in October for the following year, hearings are held throughout the river basin, with the final AOP released in February to March. The Corps also reviews the amount of water in storage in early July, making adjustments in how the river will be operated for the rest of the year.

The draft 2005-2006 AOP includes several proposals differing from the original Master Manual worth noting. A proposal to include a Spring Rise for 2006 appears to be attracting the most attention. A Spring Rise is an increase

in water levels from April to July. According to Joe Gibbs, PE, "Proposals include increasing presently prescribed discharges by 10,000 cfs to as high as 35,000 cfs. Below flood level, an increase of 10,000 cfs increase the water level by 1.0 foot at Jefferson City." This also holds true for flood stage for many reaches where levees are near the banks on both sides of the river.

Specific concerns caused by Spring Rise include bank scouring about existing revetments and dikes, close flap gates affecting natural drainage and cause overtopping of existing levees during high river stages.

The Corps modeled six different spring-rise scenarios, presenting their results in October. It is reported that the modeling did not show significant difference among the alternatives in relation to basin water storage and several other parameters.

Several sources indicate the Corps is set on conducting a spring rise, but stakeholders are encouraged to offer input on the effects, preferred timing, and how any spring rises should be planned.

Several other key alternatives included in the AOP draft include Split Navigation Season, Adaptive Management, and Conservation Alternatives. Split Navigation Season is a proposal to stop support of navigation during August into September when water levels are traditionally low. Under this scenario, flows at Kansas City would fall below 18,000 cfs, threatening water outtakes as well as navigation on the Missouri and Mississippi Rivers. Barge industry spokespersons indicate they will not operate on the Missouri River with a "split" season because it requires them to gather up barges twice per navigation season.

Adaptive Management is a proposal where a Missouri River Recovery Implementation Committee would be set up to "monitor" management of the river and make flow and operational adjustments from year to year for environmental purposes regardless of the other designated multiple uses of the river. The makeup, powers and membership of the committee has not been set up or decided. A proposal submitted by the Missouri River Basin Association recommends that the positions on the committee will be appointed and composed entirely of environmental and conservation interests from the state and federal levels. Similar committees exist for the rivers draining into San Francisco Bay and the Platte River in Nebraska.

Conservation Alternatives for water level management involve increasing the "Permanent Pool Level" in the upstream lakes in the 10-30 million-acre foot range. This provides for increased water levels in the upper large lakes for recreational purposes. It also restricts water available for navigating during periods of drought in Missouri and decreases the amount of storage for runoff waters for flood protection in Missouri. Under the Current Water Control Plan, required water releases from Exclusive Pool, based upon historical runoff records, will occur approximately 17 times in 100 years. With any of the Conservation Alternatives, required water releases from the Exclusive Pool increase to 35 times in 100 years. These releases occur during heavy spring snowmelt and runoff periods. This amounts to a doubling of the number of times that water will be released from the lakes during springtime flood periods in Missouri.

River Currents thanks Joe Gibbs for providing the background information for this article.