

Missouri River Bed Degradation Public Scoping Report

Missouri River Bed Degradation Integrated Feasibility Study and
Environmental Impact Statement



**US Army Corps
of Engineers** ®
Kansas City District



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SECTION 1: PUBLIC SCOPING OVERVIEW


1.0 SCOPING PURPOSE AND PROCESS

The U.S. Army Corps of Engineers (USACE), in partnership with Mid-America Regional Council (MARC), solicited public input for the Missouri River Bed Degradation Integrated Feasibility Study and Environmental Impact Statement. Public scoping was conducted in accordance with the National Environmental Policy Act and USACE procedures. Public scoping occurred between February 7, 2014 and March 31, 2014. This document describes the public scoping process and summarizes input received from scoping.

The purpose of the Missouri River Bed Degradation Integrated Feasibility Study and Environmental Impact Statement is to evaluate alternatives addressing erosion of the river bed (bed degradation) of the Missouri River in an effort to reduce future economic damages. Since the early 1990s, the bed degradation of the Missouri River has been occurring at an accelerated rate. Bed degradation negatively impacts and increases the operation and maintenance costs of federal and non-federal infrastructure, including the Bank Stabilization and Navigation Project, bridges, utility crossings, flood risk management structures, and water intake structures. The feasibility study focuses on the Missouri River from near Waverly, Missouri, to St. Joseph, Missouri, encompassing the area where bed degradation is most severe.

Public scoping provided an opportunity for the general public, non-governmental organizations, government agencies and other stakeholders to learn about the bed degradation problem, potential solutions to address the problem, and provide comment on what should be considered during the study. Except where subject to the confidentiality provision of the National Historic Preservation Act all received comments are public record.

Having trouble reading this email? [Click here](#) to view it in your Web browser.



Missouri River Bed Degradation Feasibility Study

The future of one of the Midwest's largest cultural and economic resources may be in danger. Learn what's being done about it.

Public Meeting, March 11

Degradation is happening to the Missouri River, and it could cost the region billions of dollars in damaged infrastructure and lost business revenue. The U.S. Army Corps of Engineers, the Mid-America Regional Council and local community partners are collaborating to execute a study of the degradation and to learn what can be done to prevent it. **You can help by becoming informed.**

MARC and the Corps of Engineers will host a public scoping meeting on **Tuesday, March 11, from 4:30 to 7 p.m.** at the MARC Conference Center, 600 Broadway, Suite 200, Kansas City, Mo. The meeting will provide an opportunity for citizens to contribute their ideas about what issues the study should address and other related concerns. If you cannot attend on this date, [please submit comments via our online form](#) or [U.S. Mail](#). **Public scoping comments will be accepted through March 31, 2014.**


Except where subject to the confidentiality provision of the National Historic Preservation Act, all comments will become part of the public record and may be included in public documents.

For information, contact [Lesley Rigney](#) at 816/701-8355



Public Meeting
Tuesday, March 11, 2014
4:30–7 p.m.

[Submit comments online](#)

**Mid-America
Regional Council**
600 Broadway
Kansas City, Mo. 64105



As this photo shows, bridges in the Missouri River and its tributaries are at risk due to bed degradation. An infrastructure inventory conducted as part of a larger economic study will provide cost estimates associated with continued degradation and various alternatives that might slow or arrest degradation.

Learn more at
www.mobeddeg.org

Figure 1 HTML email distributed on February 26, 2014

1.1 PUBLIC COMMENT SUBMISSION PROCESS

Public comments were collected using a variety of methods. A web page was established by MARC to accept comments electronically at: www.mobeddeg.org. Comments were accepted via mail at: U.S. Army Corps of Engineers, Kansas City District, c/o CENWK-PM-PR (Degradation Study), 601 E. 12th Street, Kansas City, MO, 64105. Written comments were accepted during three public meetings.

1.2 SCOPING PROCESS ANNOUNCEMENTS

The *Notice of Intent To Prepare an Environmental Impact Statement for the Missouri River Bed Degradation Feasibility Study, Kansas and Missouri*, United States was published in the Friday, February 7, 2014 Federal Register (Volume 79, Number 26). The notice of intent (see Appendix B) announced the scoping process to solicit public comments identifying issues related to the proposed project. The notice of intent summarized the project and provided a mailing address for comment submission, points of contact for the public, and the dates, times, and location of the public scoping meeting.

1.3 PRESS RELEASES

For the meeting held on March 11, 2014, at the Mid-America Regional Council, a news release dated February 13, 2014, was distributed to 137 media contacts including all local television stations, news-reporting radio stations, and newspapers in the nine-county area (see Appendix C). For the meetings held in Kansas City, Missouri, and Jefferson City, Missouri, on April 8 and 9, 2014, respectively, a press release was issued on March 18, 2014 (see Appendix D).

1.4 STAKEHOLDER NOTIFICATION

An HTML email (Figure 1 HTML email distributed on February 26, 2014) dated February 26, 2014, announced the public scoping process to approximately 650 recipients. Recipients were derived from MARC-managed email distribution lists, including project partners, city and county administrators, MetroGreen stakeholders, and environment and water resource management stakeholders.

USACE distributed a Notice of Public Scoping Meeting by email dated February 11, 2014, to 107 recipients on the USACE Kansas City regulatory email distribution list (see Appendix F). Agencies receiving the Notice of Public Scoping included the U.S. Environmental Protection Agency, U.S. Fish & Wildlife Service, U.S. Geological Survey, USDOT Federal Highway Administration, USDA Natural Resource Conservation Service, Kansas Department of Health and Environment, Kansas Department of Wildlife, Parks and Tourism, Kansas Water Office, Kansas Department of Agriculture, Kansas State Historic Preservation Office, Kansas

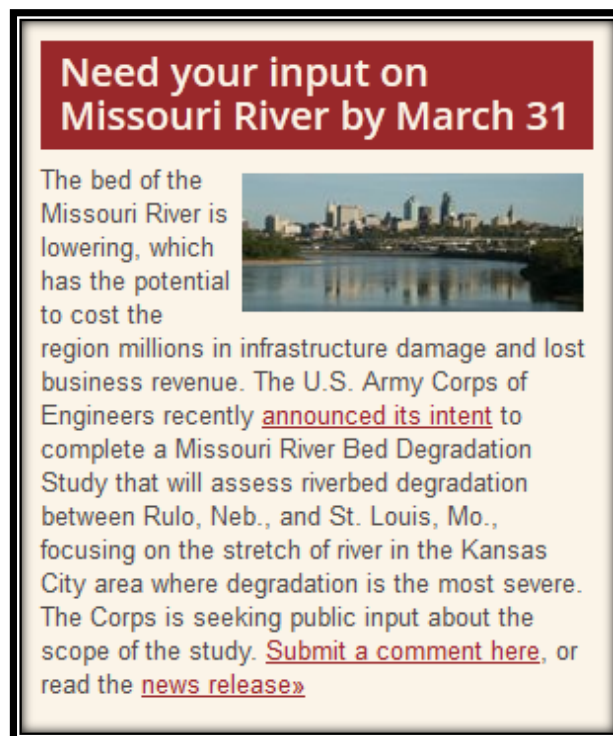


Figure 2 MARC website home page story

Department of Transportation, Missouri Department of Natural Resources, Missouri Department of Conservation, and Missouri Department of Transportation.

1.5 PUBLIC SCOPING PROCESS ONLINE DISTRIBUTION

A request for public input was promoted on the MARC website home page (Figure 2 MARC website home page story). The request for input was posted on the home page and MARC calendar of events from February 25, 2014 to March 31, 2014 (see Appendix G). Comments could be submitted through an online submission form.

USACE publicized the public meeting on [the USACE Kansas City District Regulatory website](#) (Figure 3).

MARC distributed information through social media outlets Facebook and Twitter to promote the comment period and public scoping meeting. A Facebook post on March 11, 2014, promoted the informational website and online comment submission (see Appendix H). Five tweets were published by @MARCKCMetro between February 13 and March 26, 2014, promoting the public scoping process (see Appendix H).



Figure 3. USACE regulatory website public notice for the Missouri River Bed Degradation Integrated Feasibility Study and Environmental Impact Statement public scoping meeting

SECTION 2: PUBLIC SCOPING MEETING

2.0 IN-PERSON COMMENT DATES AND LOCATIONS

Mid-America Regional Council (MARC) and the United States Army Corps of Engineers (USACE) hosted a public scoping meeting on Tuesday, March 11, 2014, from 4:30 to 7:30 p.m., at the MARC Conference Center, 600 Broadway, Kansas City, Missouri. The meeting provided an opportunity

for citizens to contribute their ideas about what issues the study should address and relate concerns.

Attendees were encouraged, but not required, to sign an attendance sheet. Thirty-three attendees signed the registration/attendance sheet (see Appendix I).

The Kansas City District U.S. Army Corps of Engineers held two public meetings to inform basin interests of upcoming district projects on or adjacent to the Missouri River below Rulo, Nebraska. The first public meeting was April 8 from 3 to 5 p.m. at the National Weather Service Center, 7220 NW 101st Terrace, Kansas City, Missouri. The second public meeting was April 9 from 4 to 7 p.m. at the Lewis and Clark State Office Building Center, Nightingale Room, 7220 NW 101st Terrace, Kansas City, Mo. The meetings included short informational briefings from the Corps outlining activities planned for 2014 including the Missouri River Bed Degradation Study. Attendees had opportunities to ask questions and provide comment.

2.1 PUBLIC SCOPING MEETING CONTENT

The March 11, 2014 public scoping meeting was facilitated by:

- Jesse Granet, Environmental Resources Specialist, USACE
- Christy Ostrander, P.M.P., Project Manager/Plan Formulation, USACE
- Lesley Rigney, Environmental Planner III — Water Quality, MARC
- Tom Jacobs, Environmental Programs Director, MARC

In addition to the meeting facilitators, additional USACE staff were present as technical resources including John Grothaus, Chief Plan Formulation USACE; John Shelley, Ph.D., P.E., Hydraulic Engineer USACE; Mike Chapman, P.E., Chief River Engineering and Restoration USACE; David Hibbs, Assistant Chief of Regulatory Branch, USACE; Lindsey White, Project Management Specialist, USACE; Jennifer Henggeler, Economist, USACE. Additional stakeholders and project partners were also present and available to provide information and field questions.

DURING THE MEETING, THE USACE PRESENTED “MISSOURI RIVER BED DEGRADATION INTEGRATED FEASIBILITY STUDY AND ENVIRONMENTAL IMPACT STATEMENT” (SEE APPENDIX J Public Scoping Meeting Presentation). The presentation described the importance of the Missouri River as a significant resource for the United States, a description of bed degradation, the causes and impacts of bed degradation, a description of the study area, and potential ways to address bed degradation. The presentation provided an overview for the next steps to determine environmental impact and economic benefits/costs associated with alternative solutions. The USACE representatives, MARC representatives and other stakeholders were available to provide information and answer questions. Meeting attendees were encouraged to use provided comment forms (see Appendix I). Attendees were also encouraged to submit comments online at www.mobeddeg.com.

Poster boards were available for participants to view (see Appendix K). Themes of the boards included:

- “Study Overview”
- “Bank Stabilization and Navigation Project”
- “Critical Infrastructure at Risk”
- “Alternative Solutions to Degradation”
- “Technical Analysis”

A handout titled “Missouri River Bed Degradation Integrated Feasibility Study and Environmental Impact Statement” was available for meeting participants (see Appendix L).

SECTION 3: PUBLIC SCOPING COMMENT SUMMARIES

3.0 SCOPING COMMENT OVERVIEW

This section presents a summary of information provided to the study team during public scoping. Input was received from nineteen entities. Five commenters were “unaffiliated” or did not identify themselves as representing a particular organization. Three commenters represented federal agencies. Two commenters represented state agencies. One commenter represented a county. One commenter represented a municipality. Five comments represented business interests. One commenter was from a charitable organization. For this summary, comments have been grouped into themes. The information was not organized as a function of frequency or importance. Written comments are compiled in Appendix M.

3.1 NEPA COMPLIANCE PROCESS & STAKEHOLDER REPRESENTATION

ISSUE: RANGE OF ALTERNATIVES

- Feasibility study should include a comprehensive assessment of a robust range of reasonable alternatives. (EPA)
- Carefully consider definition and design of “no action” alternative. (EPA)
- Range of alternatives should include alternatives which might preclude access to sediment and actions which remove sediment from the system. (EPA)
- Include actions determined to slow or eliminate bed loss even if USACE determines those actions are outside existing authority or which would require Congressional action. (EPA)
- Address the sustainability and long-term performance of each alternative. (EPA)
- Address the effectiveness and long-term viability of the alternatives in context of changes in precipitation patterns and changing hydrology from regional climate change. (EPA)

- Determine what measures are feasible to minimize the head-cutting that is currently occurring on tributary streams. (Hobie Crane)

ISSUE: PROJECT SCOPE AND PURPOSE

- Provide clear statement of project purpose. (EPA)
- Scope of study should match most problematic impact area focused around Kansas City; expanding EIS designation and alternative actions beyond current impact area would require broader stakeholder involvement. (Missouri Department of Natural Resources and Lathrop & Gage LLP)
- Include downstream stakeholder representation. (Lathrop & Gage LLP)
- Although geographic scope has been narrowed, environmental impacts should be assessed more broadly. (EPA)
- Bed degradation and head cutting is affecting entire watershed including Platte River; include the Missouri Platte River as a secondary contributor to the study. (Stuart Caswell)
- Ensure degradation study is not constrained or streamlined, ensure consideration of all impacts. (Holliday Sand and Gravel Company)
- Inappropriate to apply results of the Kansas City study to other areas of the river. (Coalition to Protect the Missouri River and Lathrop & Gage LLP)

ISSUE: NEPA PROCEDURES

- Request for public comment on the Missouri River Bed Degradation Feasibility Study is premature. (Stoel Rives LLP)
- Extend scoping comment period until USACE has released the Missouri River Bed Degradation Sediment Transport Model and a technical meeting to discuss the model with Holliday Sand and Gravel Company has occurred. (Stoel Rives LLP)

3.2 TECHNICAL COMMENTS ON MODEL

ISSUE: SEDIMENT TRANSPORT & DEPOSITION

- Include comprehensive review of issues related to sediment transport and deposition. (EPA)
- Feasibility study should identify main form of degradation, the relation to downstream silt transfer and hydrokinetic energy. (Clifford Wieser)
- Examine sediment loss attributable to reservoirs. (Lathrop & Gage LLP)
- Examine effects of the four low-head dams on the Kansas River with respect to sediment deposition. (Richard Geekie)

ISSUE: HYDROLOGY

- Detailed study of the scouring impacts of dikes at various flow regimes, especially with regard to the height and the impacts of dramatically reduced frequency of overtopping flow. (Holliday Sand and Gravel Company)
- Examine effect of upriver dams. (Hunter D Redmond)
- Review uploaded documentation: Williams, G. P.; Wolman, M. G. (1984). Downstream effects of dams on alluvial rivers. USGS Professional Paper: 1286. Available at: <http://pubs.er.usgs.gov/publication/pp1286>. (Hunter D Redmond)

ISSUE: MODEL REVIEW AND RELEASE

- Model's final agency review and release will not occur in time for independent expert review and comment prior to scoping comment period; future model review comments should be included and evaluated as part of the EIS. (Stoel Rives LLP)
- It is premature for the Corps to be soliciting scoping comments without first finalizing the Missouri River Bed Degradation Sediment Transport Model, the apparent informational foundation of its proposed major federal action. (Stoel Rives LLP)
- Request the HEC-RAS model to allow the Missouri Department of Natural Resources to evaluate the model, conduct additional analyses and provide more informed input. (Missouri Department of Natural Resources)

3.3 LOCAL INTERESTS AND CONCERNS

ISSUE: POTENTIAL IMPACTS TO ADJACENT LAND & INVESTMENTS ALONG RIVER

- Lessening the impact on water suppliers and infrastructure, while maintaining flood risk reduction in the Kansas City region are paramount. (Missouri Department of Natural Resources)
- Review the potential for solutions to increase the likelihood or severity of flooding in Parkville. (City of Parkville)
- Consideration of Platte county investments along river, including improvements at Platte Landing Park. (Hobie Crane, Platte County Engineer)
- Consideration of economic impact of bed degradation on the Missouri Platte River and the communities along the Platte River. (Stuart Caswell)
- Protect cooling water intake structures for utility generating facilities located on the river. (KCP&L)
- Examine effects on transportation infrastructure such as bridge footings, bridge abutments, and roadway embankments. (Missouri Department of Transportation)
- Review impact of potential solutions on cost of construction materials. (Missouri Department of Transportation)
- Review economic and environmental benefits of harvesting sand from the river rather than from the flood plain. (Lathrop & Gage LLP and Holliday Sand and Gravel Company)

- Seek multiple benefits; consider visibility of Kansas City landing rock 400 feet west of Main Street pier. (written unsigned comment)
- Preserve dredging and sand extraction as a purpose of the river system. (Lathrop & Gage LLP)
- An improved understanding of the how commercial dredging is the primary towing industry on the Missouri River related to transportation, the #2 authorized purpose on the Missouri River, and its actual value as such. (Holliday Sand and Gravel Company)

3.4 BANK STABILIZATION NAVIGATION PROJECT & FEDERAL INTERESTS

ISSUE: FUNDING

- Financial obligation for the care, maintenance and sustainability of the Bank Stabilization and Navigation Project falls upon the federal government; therefore, responsibility for Missouri River bed degradation improvements address the Kansas City reach bed degradation through its resources; not through the resources of stakeholders. (Coalition to Protect the Missouri River)

ISSUE: BANK STABILIZATION & NAVIGATION PROJECT

- Protect downstream navigation. (Missouri Department of Natural Resources)
- Examine impact of dredging relative to the Bank Stabilization and Navigation Project. (Holliday Sand and Gravel Company)
- Examine effect of grade control structures on navigation. (Holliday Sand and Gravel Company)
- Impact of Bank Stabilization and Navigation Project on degradation. (Izaak Walton League of America)

ISSUE: RECREATIONAL SITES

- Protect recreation associated with Lewis and Clark National Historic Trail. (National Park Service)

ISSUE: NATURAL PROCESSES

- Restoration of natural river processes. (National Park Service)
- Impacts to aquatic habitat such as floodplain wetlands, groundwater, restoration projects, threatened and endangered species; integrated assessment of dredging. (U.S. Fish & Wildlife)
- Allow more room for river to function. (written unsigned comment)

ISSUE: IMPACT OF UNITED STATES ARMY CORPS OF ENGINEERS

- Evaluate impacts of USACE on the system. (Lathrop & Gage LLP)

SECTION 4: SUMMARY

The National Environmental Policy Act review process provides an opportunity for the public to be involved in the federal agency decision-making process. Citizens and communities often have valuable information about places and resources that they value and the potential environmental, social and economic effects that proposed federal actions may have on those places and resources.

By providing citizens and communities the opportunity to comment on the Missouri River Bed Degradation Integrated Feasibility Study and Environmental Impact Statement USACE can identify significant issues that should be included in the environmental review.

APPENDICES

APPENDIX A

CONTRIBUTING STAKEHOLDERS & PROJECT PARTNERS

BSNF Railway Company

City of Independence, Missouri, Water Department

City of Leavenworth, Kansas, Water Department

City of North Kansas City, Missouri

City of Parkville, Missouri

City of Riverside, Missouri

Fairfax Drainage District

Farley-Beverly Drainage District

Holliday Sand & Gravel Company

Kansas City, Kansas, Board of Public Utilities

Kansas City, Missouri, Water Services Department

Kansas City, Missouri, Water Supply

Kansas Water Office

Kaw Valley Drainage District

Kansas City Power & Light

Mid-America Regional Council

Missouri Department of Transportation (MoDOT)

North Kansas City Levee District

Platte County, Missouri

Village of Farley, Missouri

WaterOne of Johnson County

APPENDIX B

Notice of Intent



7428

Federal Register / Vol. 79, No. 26 / Friday, February 7, 2014 / Notices

FOR FURTHER INFORMATION CONTACT:
Diana Stram, Council staff; telephone:
(907) 271-2809.

SUPPLEMENTARY INFORMATION:

Agenda

The SPT will review the status of the statewide scallop stocks, discuss research priorities, receive updates on current research activities and compile the annual Stock Assessment and Fishery Evaluation (SAFE) report.

Although non-emergency issues not contained in this agenda may come before this group for discussion, those issues may not be the subject of formal action during the meeting. Action will be restricted to those issues specifically listed in this notice and any issues arising after publication of this notice that require emergency action under section 305(c) of the Magnuson-Stevens Fishery Conservation and Management Act, provided the public has been notified of the Council's intent to take final action to address the emergency.

Special Accommodations

The meeting is physically accessible to people with disabilities. Requests for sign language interpretation or other auxiliary aids should be directed to Gail Bendixen at (907) 271-2809 at least 7 working days prior to the meeting date.

Dated: February 4, 2014.

Tracey L. Thompson,

Acting Deputy Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2014-02675 Filed 2-6-14; 8:45 am]

BILLING CODE 3510-22-P

COMMISSION OF FINE ARTS

Commission of Fine Arts; Notice of Meeting

The next meeting of the U.S. Commission of Fine Arts is scheduled for 20 February 2014, at 9:00 a.m. in the Commission offices at the National Building Museum, Suite 312, Judiciary Square, 401 F Street NW., Washington, DC 20001-2728. Items of discussion may include buildings, parks, and memorials.

Draft agendas and additional information regarding the Commission are available on our Web site: www.cfa.gov. Inquiries regarding the agenda and requests to submit written or oral statements should be addressed to Thomas Luebke, Secretary, U.S. Commission of Fine Arts, at the above address; by emailing CFAStaff@cfa.gov; or by calling 202-504-2200. Individuals requiring sign language interpretation for the hearing impaired should contact

the Secretary at least 10 days before the meeting date.

Dated: February 3, 2014, in Washington DC.

Thomas Luebke,
Secretary.

[FR Doc. 2014-02631 Filed 2-6-14; 8:45 am]

BILLING CODE 6330-01-M

COMMITTEE FOR PURCHASE FROM PEOPLE WHO ARE BLIND OR SEVERELY DISABLED

Procurement List; Proposed Additions and Deletions

AGENCY: Committee for Purchase From People Who Are Blind or Severely Disabled.

ACTION: Proposed additions to and deletions from the procurement list.

SUMMARY: The Committee is proposing to add services to the Procurement List that will be provided by nonprofit agencies employing persons who are blind or have other severe disabilities, and deletes services previously provided by such agencies.

Comments Must Be Received on or Before: 3/10/2014.

ADDRESSES: Committee for Purchase From People Who Are Blind or Severely Disabled, 1401 S. Clark Street, Suite 10800, Arlington, Virginia 22202-4149.

FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS CONTACT: Patricia Briscoe, Telephone: (703) 603-7740, Fax: (703) 603-0655, or email CMTEFedReg@AbilityOne.gov.

SUPPLEMENTARY INFORMATION: This notice is published pursuant to 41 U.S.C. 8503(a)(2) and 41 CFR 51-2.3. Its purpose is to provide interested persons an opportunity to submit comments on the proposed actions.

Additions

If the Committee approves the proposed additions, the entities of the Federal Government identified in this notice will be required to procure the services listed below from nonprofit agencies employing persons who are blind or have other severe disabilities.

The following services are proposed for addition to Procurement List for provision by the nonprofit agencies listed:

Services

Service Type/Location: Janitorial Service, Department of Homeland Security (DHS), Immigration and Customs Enforcement (ICE), Executive Office for Immigration Review, Oakdale Service Processing Center, 1010 East Whatley Road, Oakdale, LA

NPA: Calcasieu Association for Retarded Citizens, Inc., Lake Charles, LA

Contracting Activity: DEPT OF HOMELAND SECURITY, U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT, COMPLIANCE & REMOVALS, WASHINGTON, DC

Service Type/Location: Furniture Design and Configuration Services, Pennsylvania National Guard, Fort Indiantown Gap, PA

NPA: Industries for the Blind, Inc., West Allis, WI

Contracting Activity: DEPT OF THE ARMY, W7NX USPFO ACTIVITY PA ARNG, ANNVILLE, PA

Service Type/Location: Supply Room Services, Social Security Administration (SSA) Regional Office, 1301 Young St., Dallas TX

NPA: Dallas Lighthouse for the Blind, Inc., Dallas, TX

Contracting Activity: SOCIAL SECURITY ADMINISTRATION (SSA) OFFICE OF ACQUISITION AND GRANTS, BALTIMORE, MD

Deletions

The following services are proposed for deletion from the Procurement List:

Services

Service Type/Location: Janitorial/Custodial, U.S. Army Reserve Center, 6482 Aurelia Street Col Harold Steele, Pittsburgh, PA

NPA: Life'sWork of Western PA, Pittsburgh, PA

Contracting Activity: DEPT OF THE ARMY, W6QM MICC CTR-FT DIX (RC), FORT DIX, NJ

Service Type/Location: Janitorial/Custodial, U.S. Army Reserve Center, 215 Center Street Major Charles D. Stoops, Punxsutawney, PA

NPA: UNKNOWN

Contracting Activity: DEPT OF THE ARMY, W6QM MICC CTR-FT DIX (RC), FORT DIX, NJ

Patricia Briscoe,

Deputy Director, Business Operations, (Pricing and Information Management).

[FR Doc. 2014-02652 Filed 2-6-14; 8:45 am]

BILLING CODE 6353-01-P

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Notice of Intent To Prepare an Environmental Impact Statement for the Missouri River Bed Degradation Feasibility Study, Kansas and Missouri, United States

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: Pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended, the U.S. Army



US Army Corps
of Engineers®
Kansas City District

MARC
MID-AMERICA REGIONAL COUNCIL

Corps of Engineers (USACE), Kansas City District intends to prepare the Missouri River Bed Degradation Feasibility Study and Environmental Impact Statement (EIS). The Feasibility Study will develop and evaluate a range of alternatives, including potential impacts to the human environment, to address bed degradation, or down cutting, of the Missouri River which is negatively impacting critical federal, other public and private infrastructure. The study is being conducted under Section 216 of the Flood Control Act of 1970 (Pub. L. 91-611). This notice announces the scoping process to solicit public comments to identify issues related to the proposed project.

ADDRESSES: Written comments can be submitted through March 31, 2014 to U.S. Army Corps of Engineers, Kansas City District, c/o CENWK-PM-PR (Degradation Study), 601 E. 12th Street, Kansas City, MO 64106, or electronically at: <http://www.marc.org/Environment/Water-Resources/Missouri-Riverbed-Degradation/Get-Involved.aspx>.

FOR FURTHER INFORMATION CONTACT: For further information or questions about the study, please contact Ms. Christina Ostrander, Project Manager, by telephone: (816) 389-3143, by mail: 601 E. 12th Street, Kansas City, MO, or by electronic mail: Christina.Ostrander@usace.army.mil. For inquiries from the media, please contact the Corps' Kansas City District Public Affairs Officer, Mr. David Kolarik by telephone: (816) 389-3486, by mail: 601 E. 12th Street, Kansas City, MO 64106, or by electronic mail: David.S.Kolarik@usace.army.mil.

SUPPLEMENTARY INFORMATION: The Missouri River Bed Degradation Feasibility Study is being conducted under Section 216 of the Flood Control Act of 1970 (Pub. L. 91-611). This act allows the Corps of Engineers to review completed navigation, flood control, and water supply projects in which there have been significant changes in the physical or economic conditions from the time they were constructed. A report is prepared for Congress recommending any modifications to improve the project in the overall public interest. The Missouri River Bank Stabilization and Navigation Project (BSNP) is currently being evaluated as the completed federal project for the Missouri River Bed Degradation Feasibility Study under this authority. The BSNP was originally authorized by the Rivers and Harbors (RHA) of 1912, and modified by subsequent authorizations in 1925, 1927, and 1945. Combined, these acts provided a 9-foot deep channel 300-foot wide from Sioux

City, Iowa to the river mouth near St. Louis, Missouri for the purpose of navigation. These channel dimensions are maintained by a series of dikes, revetments, and sills to create a self scouring channel. Water releases from large upstream reservoirs also contribute to providing for the authorized channel dimensions.

In some locations, the bed of the Missouri has been degrading, or down cutting, at an accelerated rate beginning in the early 1990s. This is negatively impacting critical federal and non-federal infrastructure by lowering both the bed and surface water elevations. This is particularly evident in the Kansas City reach of the Missouri River, extending from river mile 357 to 410. Specifically, bed degradation has resulted in an increased cost to maintain and operate the BSNP. Additionally, bridges, utility crossings, flood risk management structures, and water intake structures have been modified because of a lower river bed and water surface. Ground water elevations adjacent to the river have also been reduced, impacting water wells. Degradation of the river is also creating similar impacts to Missouri River tributaries as they degrade to maintain a common bed elevation with the Missouri River. Expenses to maintain infrastructure in locations of bed degradation are expected to continue into the future if the problem is not corrected.

Scoping: To provide the public with an opportunity to provide input on the scope of issues to be addressed and to identify issues related to the proposed action, public scoping is being conducted through March 31, 2014. As part of public scoping, a meeting will be held on March 11, 2014 from 4:30 p.m. to 7:00 p.m. Daylight Savings Time. The meeting will be held at the Mid-America Regional Council (MARC) located at 600 Broadway, Kansas City, MO 64105. Driving directions are available at: <http://www.marc.org/What-is-MARC/Find-Us/Map-and-Parking>.

In addition to complying with NEPA and Corps of Engineers planning guidance, scoping will be utilized to partially fulfill National Historic Preservation Act (NHPA) Section 106 requirements. Except where subject of the confidentiality provision of Section 304 of the NHPA, all comments received during scoping will become part of a public record and may be included as an appendix to the Final Missouri River Bed Degradation Feasibility Study and Environmental Impact Statement. A Draft EIS is expected to be circulated for

public comment in Spring/Summer 2015.

Christina Ostrander,
Project Manager, U.S. Army Corps of Engineers, Kansas City District.

[FR Doc. 2014-02649 Filed 2-6-14; 8:45 am]

BILLING CODE 3720-58-P

DEPARTMENT OF EDUCATION

Applications for New Awards; Personnel Development To Improve Services and Results for Children With Disabilities—Personnel Preparation in Special Education, Early Intervention, and Related Services

AGENCY: Office of Special Education and Rehabilitative Services, Department of Education.

ACTION: Notice.

Overview Information:

Personnel Development to Improve Services and Results for Children with Disabilities—Personnel Preparation in Special Education, Early Intervention, and Related Services Notice inviting applications for new awards for fiscal year (FY) 2014.

Catalog of Federal Domestic Assistance (CFDA) Number: 84.325K.

Dates:

Applications Available: February 7, 2014.

Deadline for Transmittal of Applications: April 8, 2014.

Deadline for Intergovernmental Review: June 9, 2014.

Full Text of Announcement

I. Funding Opportunity Description


Purpose of Program: The purposes of this program are to (1) help address State-identified needs for personnel preparation in special education, early intervention, related services, and regular education to work with children, including infants and toddlers, with disabilities; and (2) ensure that those personnel have the necessary skills and knowledge, derived from practices that have been determined through scientifically based research and experience, to be successful in serving those children.

Priority: In accordance with 34 CFR 75.105(b)(2)(iv), this priority is from allowable activities specified in the statute (see sections 662 and 681 of the Individuals with Disabilities Education Act (IDEA)).

Absolute Priority: For FY 2014 and any subsequent year in which we make awards from the list of unfunded applicants from this competition, this priority is an absolute priority. Under 34

Appendix C

NEWS RELEASE DISTRIBUTED ON FEBRUARY 13, 2014



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News Releases > February 2014 > Local stakeholders, U.S. Army Corps of Engineers seek public input on Missouri River study

Local stakeholders, U.S. Army Corps of Engineers seek public input on Missouri River study

MARC NEWS RELEASE
 February 13, 2014
 CONTACTS:
 Lesley Rigney, Water Quality Planner III, lrigney@marc.org, 816/701-8355
 Barbara Hensley, Public Affairs Director, bhensley@marc.org, 816/701-8219

Local stakeholders, U.S. Army Corps of Engineers seek public input on Missouri River study

The bed of the Missouri River is lowering, which has the potential to cost the region millions in infrastructure damage and lost business revenue. The U.S. Army Corps of Engineers recently [announced its intent](#) to complete a Missouri River Bed Degradation Study that will assess riverbed degradation between Rulo, Neb., and St. Louis, Mo., focusing on the stretch of river in the Kansas City area where degradation is the most severe. The Corps is seeking public input about the scope of the study.

Riverbed degradation affects water levels and destabilizes river banks, putting public and private infrastructure at risk. Over time, degradation will:

- Jeopardize roads, bridges and levees.
- Threaten water supply systems such as water intakes, wells and pipelines.
- Undermine dikes, levees and other flood-protection structures.
- Disrupt local ecosystems, wetlands and animal habitat.
- Destabilize river banks.

The Mid-America Regional Council and the Corps of Engineers will host a public scoping meeting on Tuesday, March 11, from 4:30 to 7 p.m. at the MARC Conference Center, 600 Broadway, Suite 200, Kansas City, Mo. The meeting will provide an opportunity for citizens to contribute their ideas about what issues the study should address and other related concerns.

The Corps encourages Kansas City area residents to join the discussion about the environmental, social and economic effects of riverbed degradation and proposed actions to alleviate it. People can share their input in several ways:

1. Attend the meeting on March 11 to make comments in person.
2. Submit comments online at <http://www.marc.org/Environment/Water-Resources/Missouri-Riverbed-Degradation/Get-Involved.aspx>
3. Mail comments to:
 U.S. Army Corps of Engineers, Kansas City District
 c/o CENWK-PM-PR (Degradation Study)
 601 E. 12th Street
 Kansas City, MO 64106

The deadline for public comment is March 31, 2014.

###

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 2013 Annual Review
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 600 Broadway, Suite 200, Kansas City, MO 64105
 [Map, Parking & Directions](#)

MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call (816) 474-4240 or [visit the Title VI information](#).

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Russell	Gray	Managing Editor	Kansas City Business Journal
Candy	Green	Program Director	Bott Radio Network
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Jillian	Gregg	News Director	Wilks Broadcast Group- KBEQ FM 104

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Nick	Haines	Exec. Producer/Public Affairs	KCPT-TV 19
Barbara	Hensley	Public Affairs Program Director	Mid-America Regional Council
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Jerold	Jackson	Program Director	Cumulus Broadcasting
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Denise	Jordon	Managing Editor	The Kansas City Globe
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Dean	Katerndahl	Government Innovations Forum Director	Mid-America Regional Council
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Brian	McCauley	Managing Editor	Miami County Republic
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Jim	McPherson	Editor	Weston Chronicle
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KMBC	News Desk		KMBC TV
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WDAF	News Desk		WDAF TV

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Jim	Overbay		
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Juan	Ramirez	General Manager	La Super X 1160 AM-KCTO
Miguel	Ramirez	Producer	KUKC-TV48 Univision
Jon	Ratliff	Vice President	Trozzolo Communications Group
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Gina	Seibel	Director of Communications	Lee's Summit Chamber
Jay	Senter	Editor	Prairie Village Post
Mike	Sherry	Health Reporter	Kansas City Public Television
Rafael	Sierra	Regional Public Affairs Manager	EMF Broadcasting (KLRX & KWJC)
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Lee	Stubbs	News Editor	Platte County Citizen
Joe	Sweeney	Editor-in-Chief	Ingram's Magazine
Michelle	Sweeney	Publisher	Ingram's
Theo	Terry	Asst. to Promotions & Community Relations Mgr.	KPRS FM 103.3
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Cathy	Wells	General Manager	Media Library, Inc.
Eric	Wesson	Staff Writer/Columnist	The Kansas City Call
Stancia	Whitcomb-Jenkins	Assistant Vice Chancellor	UMKC Office of Community and Public Affairs
Rhonda	Wickham	Editor	Ascend Integrated Media
Scott	Wilson	Editor	The Pitch Weekly
Stephanie	Yeagle	Reporter	Cass County Democrat

APPENDIX D

NEWS RELEASE ISSUED MARCH 18, 2014

NEWS RELEASE

U.S. ARMY CORPS OF ENGINEERS**BUILDING STRONG®****For Immediate Release:**Release #PA-2014-15
March 18, 2014**Contact:**U.S. Army Corps of Engineers
Public Affairs Office
Kansas City, Mo. 64106-2896
Phone: (816) 389-3486
Fax: (816) 389-3434**Corps to hold meetings on planned 2014 Missouri River projects**

KANSAS CITY, Mo.—The Kansas City District U.S. Army Corps of Engineers is scheduled to hold two public meetings to inform basin interests of upcoming district projects on or adjacent to the Missouri River below Rulo, Neb.

The first public meeting is scheduled for April 8 at the National Weather Service Center in Kansas City, Mo., from 3-5 p.m. The second public meeting is scheduled for April 9 at the Lewis and Clark State Office Building in Jefferson City, Mo., from 4-7 p.m.

The meetings will include short informational briefings from the Corps outlining activities planned for 2014 including: on-going navigation channel flood repairs and routine maintenance; spring flood preparations, shallow water habitat creation; pallid sturgeon research and water quality testing; and the Missouri River Bed Degradation Study. Attendees will have an opportunity to ask questions and provide comment.

Officials at the Corps encourage anyone interested to attend.

The meetings will be held at the National Weather Service Training Center at 7220 NW 101st Terrace, Kansas City, MO 64153 and at the Lewis and Clark Office Building, Nightingale Room, at 1101 Riverside Drive, Jefferson City, MO 65101.

If you have any questions regarding the public workshop, please contact the district's River Engineering Section at (816) 389-3310.

– 30 –

U.S. Army Corps of Engineers – Kansas City District
601 E. 12th Street
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APPENDIX E

HTML EMAIL DISTRIBUTED ON FEBRUARY 26, 2014

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Missouri River Bed Degradation Feasibility Study

The future of one of the Midwest's largest cultural and economic resources may be in danger. Learn what's being done about it.

Public Meeting, March 11

Degradation is happening to the Missouri River, and it could cost the region billions of dollars in damaged infrastructure and lost business revenue. The U.S. Army Corps of Engineers, the Mid-America Regional Council and local community partners are collaborating to execute a study of the degradation and to learn what can be done to prevent it. **You can help by becoming informed.**

MARC and the Corps of Engineers will host a public scoping meeting on **Tuesday, March 11, from 4:30 to 7 p.m.** at the MARC Conference Center, 600 Broadway, Suite 200, Kansas City, Mo. The meeting will provide an opportunity for citizens to contribute their ideas about what issues the study should address and other related concerns. If you cannot attend on this date, [please submit comments via our online form, or U.S. Mail.](#) **Public scoping comments will be accepted through March 31, 2014.**

Except where subject to the confidentiality provision of the National Historic Preservation Act, all comments will become part of the public record and may be included in public documents.


For information, contact [Lesley Rigney](#) at 816/701-8355

Public Meeting


Tuesday, March 11, 2014
4:30–7 p.m.

[Submit comments online](#)


[Mid-America
Regional Council](#)
600 Broadway
Kansas City, Mo. 64105



As this photo shows, bridges in the Missouri River and its tributaries are at risk due to bed degradation. An infrastructure inventory conducted as part of a larger economic study will provide cost estimates associated with continued degradation and various alternatives that might slow or arrest degradation.



US Army Corps
of Engineers®
Kansas City District



MARC
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APPENDIX F

NOTICE OF PUBLIC SCOPING MEETING ISSUED ON FEBRUARY 11, 2014**Notice of Public Scoping Meeting**

**U.S. Army Corps of Engineers
Kansas City District**

Issue Date: February 11, 2014

**Missouri River Bed Degradation
Integrated Feasibility Study and Environmental Impact Statement**

The U.S. Army Corps of Engineers Kansas City District in partnership with Mid-America Regional Council are conducting a public scoping meeting for the Missouri River Bed Degradation Integrated Feasibility Study and Environmental Impact Statement. The study will evaluate alternatives to address erosion of the river bed (bed degradation) of the Missouri River in an effort to reduce future economic damages. Bed degradation has been occurring at an accelerated rate beginning in the early 1990s. This is negatively impacting federal and non-federal infrastructure, including the Bank Stabilization and Navigation Project, bridges, utility crossings, flood risk management structures, and water intake structures. The study will focus on the Missouri River from near Waverly, Missouri upstream to St. Joseph, Missouri. This encompasses the area where bed degradation is most severe.

Citizens often have valuable information about places and resources that they value and the potential environmental, social, and economic effects of proposed federal actions. Scoping provides the public with an opportunity to provide input on the scope of issues to be addressed and to identify issues related to the proposed action. Scoping will also be utilized to partially fulfill National Historic Preservation Act Section 106 requirements. A Notice of Intent has been published in the Federal Register and provides additional information concerning the study. The Notice of Intent is located online at: <https://www.federalregister.gov/articles/2014/02/07/2014-02649/notice-of-intent-to-prepare-an-environmental-impact-statement-for-the-missouri-river-bed-degradation>

A public scoping meeting will be held on **March 11, 2014 from 4:30 -7:00 pm**, at Mid-America Regional Council, 600 Broadway, Kansas City MO, 64105.

Input into the study can be provided during the public scoping meeting or by submitting comments by **March 31, 2014** electronically at:

<http://www.marc.org/Environment/Water-Resources/Missouri-Riverbed-Degradation/Get-Involved.aspx>

Alternatively, letters can be mailed to:

U.S. Army Corps of Engineers, Kansas City District
c/o CENWK-PM-PR (Degradation Study)
601 E. 12th Street
Kansas City, MO 64106



**US Army Corps
of Engineers** ®
Kansas City District



NOTICE OF PUBLIC SCOPING MEETING DISTRIBUTION LIST

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Lori	Carpenter	7Q10, Inc. (formerly Huffman & Carpenter, Inc.) Adair County Road and Bridge
Bill	Jackson	Agri Services of Brunswick, LLC
John	Holmes	Allstate Consultants, LLC
Georganne	Bowman	Ameren Shoreline Management
Jeff	Green	Ameren Shoreline Management
Mark	Jordan	Ameren Services Company
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Tonya	Cochran	Aqua-Terra Constructing & Engineering Systems, Inc.
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DeEtte	Huffman	Arkansas River Coalition
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Robert	Sholl	Burns and McDonnell
		Butler County Engineer
		California Democrat
Dave	Johnson	Carroll County Natural Resources Conservation Service
Peggy	McGaugh	Carroll County, Missouri
Nathan	McAllister	Tri County Weekly
Norman	Nelson	Upper Republican Basin Advisory Committee
Dennis	Takade	US Army Central Regional Environmental Office
Scott	Coder	U.S. Coast Guard
Mark	Frazier	U.S. Army Corps of Engineers, Kansas City District
Patrick	Kline	U.S. Army Corps of Engineers, Kansas City District
Karla	Roberts	U.S. Army Corps of Engineers, Tulsa District
Stephen	Prockish	U.S. Army Corps of Engineers, Kansas City District, Tuttle Creek Lake
Tony	Eller	U.S. Postal Service
David	Clyman	Vernon County Natural Resources Conservation Service
Vicki	Richmond	
Tracy	Freeman	Wabaunsee County Natural Resources Conservation Service

First Name	Last Name	Organization
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Carole	Jontra	Washburn University
S.	Paterson	Water District No. 1 of Johnson County
Mike	Armstrong	WaterOne
Frank	Austenfeld	Watershed Institute
William	Beacom	
Steve	Wooden	Wilson County Natural Resources Conservation Service
		Woodson County Road and Bridge Department
		Savannah Reporter - Andrew County
Terri	Bruner	Schuyler County Natural Resources Conservation Service
		Sedgwick County, Kansas
Manual	Gross	Shafer, Kline and Warren, Inc.
James	Duff	Shannon and Wilson, Inc.
Shari	Laroussa	
Sienna	Bass	
		Smith County, Kansas
Ashley	Corker	Southwestern Power Administration
Curtis	Gooch	St. Clair County Natural Resources Conservation Service
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Stacy	Wilson	
Stephanie	Duncan	
		Sun News
James	VanBlaricon	Terracon Companies, Inc.
Don	Shelhammer	Texas County, Missouri
John	Taylor	The Mirror, Lansing Current and Basehor Sentinel
Greg	Wingfield	The Nature Conservancy
Edwin	Harvey	Thompson Coburn
		Tipton Times
Mike	Grogan	Trego County Natural Resources Conservation Service
		Trego County, Kansas
		Environmental Protection Agency
Darin	Banks	Environmental Protection Agency
Jason	Daniels	Environmental Protection Agency
Larry	Shepard	Environmental Protection Agency
Vicky	Johnson	Environmental Protection Agency
Eric	Morris	
Cindy	Allison	ESI Contracting Corporation
John	Knowles	Federal Highway Administration
Amanda	Shaw	Finney County Natural Resources Conservation Service
Troy	Gordon	Friends of the Big Muddy
Mike	Rawitch	Friends of the Kaw
Steve	Whitson	U.S. Fish and Wildlife Service
Susan	Blackford	U.S. Fish and Wildlife Service
Douglas	Gaines	Gaines Soil Consulting

First Name	Last Name	Organization
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Denise	Wolf	Gove County Road Department
		Gove County, Kansas
		Grant County Commission
Kevin	Nelson	Greeley County Natural Resources Conservation Service
		Greenwood County Commission
Chris	Hoskinson	Harper County Natural Resources Conservation Service
Doug	Peterson	Harrison County Natural Resources Conservation Service
		Hayes Daily News
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Herb	Graves	
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Paul	Davis	Interstate Marine Terminals
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Bruce	Perkins	
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Kirby	Ross	Phillips County Review
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		Republican Clipper
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Rick	Lincoln	
		Rooks County Highway Department
Stephanie	Royer	Rush County Conservation District
		Rushing Marine Corporation
Andy	Phelps	Russell County Natural Resources Conservation Service
Ryan	Ellison	
Deanne	Bahr	Sac and Fox Nation of Missouri in Kansas and Nebraska
Buck	Brooks	Missouri Department of Transportation

First Name	Last Name	Organization
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Jan	Skouby	Missouri Department of Transportation
Nate	Muenks	Missouri Department of Transportation
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Chad	Remley	Natural Resources Conservation Service
Clif	Baumer	Natural Resources Conservation Service
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Ron	Temaat	Natural Resources Conservation Service
Tanya	Gestberger	Natural Resources Conservation Service
Wally	Corey	Natural Resources Conservation Service
James	Triplett	Neosho Basin Advisory Committee
Andrea	Hunter	Osage Tribe
David	Grossman	L.G. Barcus and Sons, Inc.
Tony	Bittiker	Lafayette/Johnson County Natural Resources Conservation Service
Lance	Burr	
Laura	Calwell	
Tim	Coy	Lewis County Natural Resources Conservation Service
		Lincoln County Highway Department
Monty	Breneman	Lincoln County Natural Resources Conservation Service
		Linn County Commission (MO)
Larry	O'Donnell	Little Blue River Watershed Coalition
George	Taylor	Livingston County Natural Resources Conservation Service
James	Maberry	Livingston County Natural Resources Conservation Service
		Logan County Commission
Marlene	Nagel	Mid America Regional Council
Tom	Jacobs	Mid America Regional Council
Gary	Sheide	Marina Ventures, Ltd.
W.G.	Praderio	Massman Construction Company
Alan	Leary	Missouri Department of Conservation
Andy	Austin	Missouri Department of Conservation
Blake	Stephens	Missouri Department of Conservation
Chris	Vitello	Missouri Department of Conservation
Craig	Fuller	Missouri Department of Conservation
David	Thorne	Missouri Department of Conservation
Doyle	Brown	Missouri Department of Conservation
Jake	Allman	Missouri Department of Conservation
Jennifer	Campbell-Allison	Missouri Department of Conservation

First Name	Last Name	Organization
Janet	Sternburg	Missouri Department of Conservation
Kenda	Flores	Missouri Department of Conservation
Mike	Smith	Missouri Department of Conservation
Naomi	Gebo	Missouri Department of Conservation
Pam	Lanigan	Missouri Department of Conservation
Robert	Pulliam	Missouri Department of Conservation
Scott	Voney	Missouri Department of Conservation
Stuart	Miller	Missouri Department of Conservation
		Missouri Department of Natural Resources
Jane	Lee	Missouri Department of Natural Resources
Pat	Conger	Missouri Department of Natural Resources
Stacia	Bax	Missouri Department of Natural Resources
Judith	Deel	Missouri Department of Natural Resources
Kerry	Nichols	Missouri Department of Natural Resources
		Merco Marine
Mike	Farley	
Steve	Schnarr	Missouri River Relief
Frank	Shorney	Missouri Clean Water Commission
Kristin	Perry	Missouri Clean Water Commission
Ron	Hardecke	Missouri Clean Water Commission
Kim	Knowles	Missouri Coalition for the Environment
Tom	Waters	Missouri Levee and Drainage District
Morris	Kay	MOARK
Jason	Rode	
Grant	Butler	Jefferson County Natural Resources Conservation Service
Robert	Russell	Jefferson County, Kansas
Jerry	Bassett	
John	Barnes	
John	Walker	
Cindy	Kemper	Johnson County Environmental Department
Brian	Pietig	Johnson County Infrastructure and Public Works
Carol	Kuhn	K&K Environmental
Karin	Jacoby	
Kathleen	Kullberg	
		Kansas Department of Agriculture
L.	Bristow	Kansas Department of Agriculture
		Kansas Department of Health and Environment
Scott	Satterwaite	Kansas Department of Health and Environment
James	Morrissey	Kansas Department of Transportation
		Kansas Department of Wildlife and Parks - Wilson State Park
Nathan	Westrup	Kansas Water Office
		Kearny County Engineer
Darin	Banks	Kickapoo Tribe in Kansas
Matt	Woodruff	Kirby Corporation
Gordon	Gorton	KRSL Radio
Elaine	Giessel	Kansas Chapter Sierra Club
Fred	Rogge	Kansas River Water Assurance District No. 1
Tim	Weston	Kansas State Historical Society - SHPO
		Chautauqua County Road and Bridge


First Name	Last Name	Organization
Mary Ann	Little	Cherokee County, Kansas
Mike	Geisel	City of Chesterfield, Missouri
Scott	Crain	City of Merriam, Kansas
Ernie	Longoria	City of Overland Park, Kansas
Pam	Fortun	City of Overland Park, Kansas
Michael	Gregory	City of Shawnee, Kansas
Ned	Valentine	Clay Center Dispatch
Randy	Asbury	Coalition to Protect the Missouri River
Robert	Spagnuolo	Congresswoman Lynn Jenkins Office
Dan	Haines	
Dave	Flemming	
David	Mesker	
Tracy	Smith	Daviess County Natural Resources Conservation Service
Debbie	Hays	
Matt	Stevenson	Dock Hardware and Marine Fabrication
Doris	Sherrick	
		Douglas County - County Engineer
Rita Gail	Fulks	Douglas County Public Works Department
Eric	Held	Ducks Unlimited, Inc.
Robert	Spoth	Ecosystems Insurance Associates, LLC
Philip	Chegwidden	Ellsworth County Natural Resources Conservation Service
Joseph	Gibbs	Engineering Services
Manuel	Barnes	Environmental and GIS Consulting, Inc.


APPENDIX G
MARC CALENDAR FEBRUARY 2014

MARC Calendar

[Today](#) | [Switch Views](#) Category All Categories Month 2 Year 2014 [Go](#)

February 2014						
						1 Saturday
2 Sunday	3 Monday	4 Tuesday	5 Wednesday	6 Thursday	7 Friday	8 Saturday
9 Sunday	10 Monday	11 Tuesday	12 Wednesday	13 Thursday Missouri River Bed Degradation Public Comment Period 09:30 AM-11:00 AM KS STP Priorities Committee 01:30 PM-03:30 PM Technical Forecast Committee	14 Friday Missouri River Bed Degradation Public Comment Period	15 Saturday
16 Sunday	17 Monday Missouri River Bed Degradation Public Comment Period 08:00 AM-05:00 PM MARC Offices Closed	18 Tuesday Missouri River Bed Degradation Public Comment Period 09:30 AM-11:00 AM Total Transportation Policy Committee 01:30 PM-04:00 PM CMAQ/STP/TAP Pre-Application Workshop	19 Wednesday Missouri River Bed Degradation Public Comment Period 09:00 AM-10:30 AM MARC SWMD Management Council	20 Thursday Missouri River Bed Degradation Public Comment Period 10:00 AM-12:00 PM MAGWeb	21 Friday Missouri River Bed Degradation Public Comment Period	22 Saturday
23 Sunday	24 Monday Missouri River Bed Degradation Public Comment Period 01:30 PM-03:00 PM Regional HHW Collection Program Mobile Event Planning Mtg	25 Tuesday Missouri River Bed Degradation Public Comment Period 12:15 PM-01:30 PM MARC Board of Directors 02:00 PM-03:30 PM Active Transportation Programming Committee	26 Wednesday Missouri River Bed Degradation Public Comment Period 01:30 PM-03:00 PM Highway Committee	27 Thursday Missouri River Bed Degradation Public Comment Period	28 Friday Missouri River Bed Degradation Public Comment Period 11:30 AM-01:00 PM RAPIO	

[Suggest Entry](#) | [Export](#) | [RSS Feeds](#) | [Search](#) | [List of Events](#) | [Alternate Print View](#)  [RSS](#)

MARC Calendar 



MARC CALENDAR MARCH 2014

MARC Calendar

Today | [Switch Views](#)

Category

Month

Year

[Go](#)

March 2014						
						1 Saturday
2 Sunday	3 Monday Missouri River Bed Degradation Public Comment Period 01:30 AM-03:00 PM Operation Green Light Steering Committee	4 Tuesday Missouri River Bed Degradation Public Comment Period 09:00 AM-10:00 AM Destination Safe Safety Data Task Team 09:30 AM-11:00 AM Regional Transit Coordinating Council 10:00 AM-11:00 AM Destination Safe Public Information & Education Task Team 10:00 AM-11:30 AM Goods Movement Committee	5 Wednesday Missouri River Bed Degradation Public Comment Period 01:30 PM Technical Forecast Committee	6 Thursday Missouri River Bed Degradation Public Comment Period	7 Friday Missouri River Bed Degradation Public Comment Period	8 Saturday
9 Sunday	10 Monday Missouri River Bed Degradation Public Comment Period	11 Tuesday Missouri River Bed Degradation Public Comment Period 11:30 AM-01:00 PM MARC SWMD Advisory Committee 04:30 PM-07:00 PM Missouri River Bed Degradation Integrated Feasibility Study and EIS Public Meeting	12 Wednesday Missouri River Bed Degradation Public Comment Period 01:30 AM-03:00 PM Bicycle Pedestrian Advisory Committee	13 Thursday Missouri River Bed Degradation Public Comment Period 01:30 PM-03:00 PM Aviation Committee Meeting	14 Friday Missouri River Bed Degradation Public Comment Period	15 Saturday
16 Sunday	17 Monday Missouri River Bed Degradation Public Comment Period	18 Tuesday Missouri River Bed Degradation Public Comment Period 09:30 AM-11:00 AM Total Transportation Policy Committee 11:00 AM-12:30 PM Long-Range Transportation Plan Subcommittee	19 Wednesday Missouri River Bed Degradation Public Comment Period 11:00 AM-01:00 PM MARC SWMD Executive Board Meeting 03:00 PM-04:00 PM Destination Safe Pedestrian Cyclist Safety Task Team	20 Thursday Missouri River Bed Degradation Public Comment Period 10:00 AM-12:00 PM MAGWeb	21 Friday Missouri River Bed Degradation Public Comment Period	22 Saturday
23 Sunday	24 Monday Missouri River Bed Degradation Public Comment Period	25 Tuesday Missouri River Bed Degradation Public Comment Period 12:15 PM-01:30 PM MARC Board of Directors	26 Wednesday Missouri River Bed Degradation Public Comment Period 09:00 AM-11:00 AM Destination Safe Leadership Team 01:30 PM-03:00 PM	27 Thursday Missouri River Bed Degradation Public Comment Period 05:00 PM-06:30 PM Transit Stakeholders Forum	28 Friday Missouri River Bed Degradation Public Comment Period 11:30 AM-01:00 PM RAPIO	29 Saturday

MARC Calendar March 2014 Continued

			Highway Committee			
30 Sunday	31 Monday Missouri River Bed Degradation Public Comment Period					

March 2014

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 [RSS](#)

MARC Calendar 

Example detailed view of MARC Calendar Event

Monday, March 03, 2014

Event Category:	Comment Deadline
Start Date:	Thursday, February 13, 2014
End Date:	Monday, March 31, 2014
Weekday(s):	Monday, Tuesday, Wednesday, Thursday, Friday

Missouri River Bed Degradation Public Comment Period

The Corps encourages Kansas City area residents to join the discussion about the environmental, social and economic effects of riverbed degradation and proposed actions to alleviate it. The public comment period runs from Feb. 13 to March 31, 2014.

People can share their input in several ways:

1. Attend the public scoping meeting on Tuesday, March 11, from 4:30 to 7 p.m. at the MARC Conference Center, 600 Broadway, Suite 200, Kansas City, Mo.
2. Submit comments online at <http://www.marc.org/Environment/Water-Resources/Missouri-Riverbed-Degradation/Get-Involved.aspx>
3. Mail comments to: U.S. Army Corps of Engineers, Kansas City District c/o CENWK-PM-PR (Degradation Study) 601 E. 12th Street Kansas City, MO 64106

Event Category:	Meetings
Start Time:	01:30 AM
End Time:	03:00 PM
Start Date:	Monday, March 03, 2014
End Date:	Monday, March 03, 2014
Weekday(s):	Monday



REQUEST FOR INPUT ON MARC.ORG FROM FEBRUARY 25, 2014 TO MARCH 31, 2014.

Need your input on Missouri River by March 31

The bed of the Missouri River is lowering, which has the potential to cost the



region millions in infrastructure damage and lost business revenue. The U.S. Army Corps of Engineers recently announced its intent to complete a Missouri River Bed Degradation Study that will assess riverbed degradation between Rulo, Neb., and St. Louis, Mo., focusing on the stretch of river in the Kansas City area where degradation is the most severe. The Corps is seeking public input about the scope of the study. [Submit a comment here](#), or read the [news release](#)

Transportation Call for Projects is open

MARC is soliciting project proposals for federal fiscal years 2014–2018 for three Federal Highway Administration funding programs: Surface Transportation Program (STP), Congestion Mitigation Air Quality Program (CMAQ) and Transportation Alternatives Program (TAP).

The application deadline is 4 p.m. on Friday, March 21. [Visit the online application](#)

April 2

[Change](#)

[Forestry and Natural Resource Priorities in Greater Kansas City](#)

Stay Connected



Mid-America Regional Council

600 Broadway, Suite 200, Kansas City, MO 64105

phone (816) 474-4240 | fax (816) 421-7758

[Email us](#)

Forestry and Natural Resource Priorities

Please join area stakeholders in natural resource conservation on **April 2** to discuss regional priorities in conservation and restoration. With funding from the Missouri Department of Conservation, MARC has been working with The Conservation Fund to conduct a regional GIS analysis to prioritize forests and other natural resources for conservation. This workshop will provide an interactive opportunity for stakeholders (including both natural resource experts and the general public) to provide input



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Kansas City District

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APPENDIX H
SOCIAL MEDIA POSTS

 **Mid-America Regional Council**

Posted by Barbara Hensley [?] · March 11

Can't make it to the Missouri Riverbed Degradation Study public meeting taking place now at MARC? That's okay! Learn more about the project and submit your comments here: <http://ow.ly/uuhKH>




Like · Comment · Share

2




151 people saw this post







Boost Post






 **MARCKCMetro** @MARCKCMetro · Feb 13







NEWS RELEASE: Local stakeholders, @KC_USACE seek public input on Missouri River study ow.ly/tARil

3

 **MARCKCMetro** @MARCKCMetro · Feb 26
PUBLIC MTG 3/11: The Missouri River bed is eroding too quickly, negatively impacting infrastructure in the #KC region [ow.ly/u2unb](https://www.ow.ly/u2unb)
  3   

 **MARCKCMetro** @MARCKCMetro · Mar 11
The #MO Riverbed Degradation Study public scoping mtg @ MARC ends in an hour, but comments are accepted here [ow.ly/uuhUw](https://www.ow.ly/uuhUw) til 3/31
    

 **MARCKCMetro** @MARCKCMetro · Mar 2
Degradation of the MO River bed has cost the region \$100M+ in infrastructure projects since 1990! Help set priorities [ow.ly/u2swm](https://www.ow.ly/u2swm)
  2  1  

 **MARCKCMetro** @MARCKCMetro · Mar 26
The future of one of the Midwest's largest resources may be in danger. Become informed & submit comments [ow.ly/uZW0h](https://www.ow.ly/uZW0h)
#MORiver
  2  1  

APPENDIX I

PUBLIC SCOPING MEETING SIGN-IN SHEETS

Public Meeting for the Missouri Riverbed Degradation Study
March 11, 2014

Please update your contact information.

Signature

Tom Schrempp

Title:

Agency: WaterOne of Johnson County

John Shelley, Ph.D., P.E.

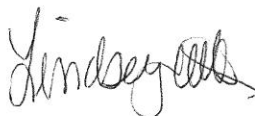
Title: Hydraulic Engineer

Agency: US Army Corps of Engineers

**Lindsey White**

Title: Project Management Specialist

Agency: US Army Corps of Engineers

**John Nelson**

Title: Asst. Gen. Counsel

Agency: Holliday Sand

**KEVAN FOUTS**

Title: PRESIDENT

Agency: HOLLIDAY SAND



Title:

Agency:

Title:

Agency:

Title:

Agency:

Mid-America Regional Council

US Army Corps
of Engineers®
Kansas City District**MARC**
MID-AMERICA REGIONAL COUNCIL

Public Meeting for the Missouri Riverbed Degradation Study
March 11, 2014

Please update your contact information.

Signature

Mike Klender

Title:

Agency: Kansas City Water Supply



David Kolarik

Title: Public Affairs

Agency: US Army Corps of Engineers

Paul Ling

Title:

Agency: Kansas City Power and Light

Kayla Manning

Title:

Agency: Leavenworth Water

Darci Meese

Title: *Cost Affairs*

Agency: WaterOne of Johnson County

Mike Odell

Title:

Agency: Holliday Sand and Gravel

Christina Ostrander, PMP

Title: Project Manager/Plan Formulation

Agency: US Army Corps of Engineers



Lesley Rigney

Title:

Agency: Mid-America Regional Council

Mid-America Regional Council



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Kansas City District



Public Meeting for the Missouri Riverbed Degradation Study
March 11, 2014

Please update your contact information.

Signature

Jerry Diamantides

Title:

Agency: David Miller and Associates

Mike Duffy

Title:

Agency: City of Riverside

Pendo Duko, P.E.

Title: Geotechnical Engineer

Agency: US Army Corps of Engineers

Dan Erickson

Title:

Agency: Platte County

Margaret Fast

Title:

Agency: Kansas Water Office

Cassidy Garden, P.E.

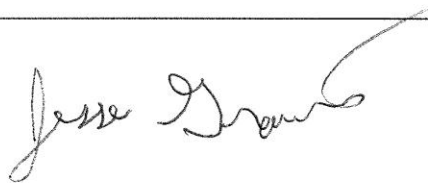
Title: Civil Engineer

Agency: US Army Corps of Engineers

Jesse Granet

Title: Environmental Resource Specialist

Agency: US Army Corps of Engineers



John Grothaus, P.E.

Title: Chief Plan Formulation

Agency: US Army Corps of Engineers



Mid-America Regional Council



US Army Corps
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Kansas City District

MARC
MID-AMERICA REGIONAL COUNCIL

Public Meeting for the Missouri Riverbed Degradation Study
March 11, 2014

Please update your contact information.

Signature

Sean Ackerson

Title:

Agency: City of Parkville

Phillip Alig

Title: Intern

Agency: US Army Corps of Engineers



Mike Armstrong

Title:

Agency: WaterOne of Johnson County

Larry Brennan

Title:

Agency: Kaw Valley Drainage District

Pat Cassidy

Title:

Agency: KC Board of Public Utilities

Michael Chapman, P.E.

Title: Chief River Engineering and Restoration

Agency: US Army Corps of Engineers



Hobie Crane

Title:

Agency: Platte County



Steve Dailey

Title:

Agency: Fairfax Drainage District

Mid-America Regional Council



Walk-In Registration
Public Meeting for the Missouri River Bed Degradation Study
March 11, 2014

Name DAVID SHORN
 Job Title _____
 Agency LAWRENCE & GRACE
 Address 314 E HIGH ST
 City, State, Zip JEFF CITY MO
 Phone # 573-761-5005
 E-mail _____

Name EA O'HERIN
 Job Title _____
 Agency _____
 Address 8720 N. TRUST
 City, State, Zip KCMO 64155
 Phone # 816 616-5922
 E-mail _____

Name Larry Shepard
 Job Title Env. Scientist
 Agency US EPA
 Address 11201 Renner Blvd
 City, State, Zip Lenexa KS 66219
 Phone # 913-551-7441
 E-mail shepard.larry@epa.gov

Name Larry O'Donnell
 Job Title Program Manager
 Agency Healthy Rivers Partnerships
 Address 6103 Volano Rd
 City, State, Zip KCMO 64133
 Phone # 816-679-7772
 E-mail lurch105@ad.com

Name Cy Higgins
 Job Title _____
 Agency KDA/DWR
 Address _____
 City, State, Zip Topeka KS
 Phone # _____
 E-mail cy.higgins@kda.ks.gov

Name TERESA MARTINEZ
 Job Title LEGISLATIVE AIDE
 Agency CITY OF KCMO
 Address 8414 E. 12th St.
 City, State, Zip KCMO 64106
 Phone # 816 513 6509
 E-mail teresa.martinez@kcmo.org

Name Neeli Langdon
 Job Title Comm. Specialist
 Agency Louis Berger
 Address 1600 Baltimore Suite 100
 City, State, Zip KC, MO 64108
 Phone # 816-398-8670
 E-mail nlangdon@louisberger.com

Name _____
 Job Title _____
 Agency _____
 Address _____
 City, State, Zip _____
 Phone # _____
 E-mail _____

Walk-In Registration
Public Meeting for the Missouri River Bed Degradation Study
March 11, 2014

Name STEVE EWERT
 Job Title Owner - Land
 Agency _____
 Address EWERT FAMILY FARMS
 City, State, Zip 714 College, Liberty, MO
 Phone # 816-792-3327 64068
 E-mail STEVENEWERT@Ychoo.com

Name BRANDEN CRIMAN
 Job Title DEPUTY DIRECTOR
 Agency PORT AUTHORITY KCMO
 Address 300 WYANDOTTE ST. STE 100
 City, State, Zip KCMO 64105
 Phone # 816-559-3720
 E-mail BCRIMAN@KCPORTAUTHORITY.COM

Name Ryan Mueller
 Job Title DIRECTOR, Water Resource
 Agency MO DNR
 Address 1101 Riverside Dr
 City, State, Zip ~~Jefferson~~ Jefferson, MO
 Phone # 573 757 1137
 E-mail Ryan.mueller@dnr.mo.gov

Name Hannah Kates
 Job Title Student
 Agency _____
 Address 7510 Summit St
 City, State, Zip KCMO 64114
 Phone # (913) 587-3477
 E-mail hannah.b.kates@gmail.com

Name NOEL CHALLIS
 Job Title SR PARK PLANNER
 Agency PLATTE
 Address 415 3RD ST.
 City, State, Zip PLATTE CITY 64079
 Phone # 816-858-3419
 E-mail NCHALLIS@CO.PLATTEMO.US

Name Travis Levitt
 Job Title Aide to Cindy Circo
 Agency City of KCMO
 Address 414 E 12th St
 City, State, Zip KC MO
 Phone # _____
 E-mail travis.levitt@kcmo.org

Name Scott Edgar
 Job Title Civil Engineer
 Agency City of Lee's Summit
 Address 220 SE Grand
 City, State, Zip Lee's Summit MO
 Phone # 816-367-1800
 E-mail _____

Name _____
 Job Title _____
 Agency _____
 Address _____
 City, State, Zip _____
 Phone # _____
 E-mail _____

Walk-In Registration
Public Meeting for the Missouri River Bed Degradation Study
March 11, 2014

Name Jeff Henson
 Job Title _____
 Agency Black & Veatch
 Address _____
 City, State, Zip _____
 Phone # _____
 E-mail hensonj@bv.com

Name _____
 Job Title _____
 Agency _____
 Address _____
 City, State, Zip _____
 Phone # _____
 E-mail _____

Name Sarah Fjell
 Job Title Stormwater Engineer
 Agency UG
 Address 701 N. 7th St. Suite 712
 City, State, Zip KC KS 66101
 Phone # 913. 888.0057 3.5704
 E-mail sfjell@wycokck.org

Name _____
 Job Title _____
 Agency _____
 Address _____
 City, State, Zip _____
 Phone # _____
 E-mail _____

Name Harold Draper
 Job Title _____
 Agency _____
 Address 600 West 114th Terrace
 City, State, Zip Kansas City MO 64114
 Phone # 816-942-0927
 E-mail h.m.draper@att.net

Name _____
 Job Title _____
 Agency _____
 Address _____
 City, State, Zip _____
 Phone # _____
 E-mail _____

Name _____
 Job Title _____
 Agency _____
 Address _____
 City, State, Zip _____
 Phone # _____
 E-mail _____

Name _____
 Job Title _____
 Agency _____
 Address _____
 City, State, Zip _____
 Phone # _____
 E-mail _____

APPENDIX J

PUBLIC SCOPING MEETING PRESENTATION

Public Scoping Meeting

Missouri River Bed Degradation Integrated Feasibility Study and Environmental Impact Statement

Jesse Granet

Environmental Resources Specialist

Kansas City, MO

March 11, 2014



US Army Corps of Engineers
BUILDING STRONG®



Study Authority

- Section 216 of Flood Control Act of 1970
- Review of completed projects that physical or economic conditions have changed
- Bank Stabilization Navigation Project is currently being evaluated as completed project
- Cost shared 50/50 with Corps and Mid-America Regional Council (MARC)



2

BUILDING STRONG®

Project Partners

- BSNP Railway Company
- City of North Kansas City/North Kansas City Levee District
- City of Parkville, Missouri
- City of Riverside, Missouri
- Fairfax Drainage District
- Holliday Sand & Gravel
- Independence Water, Missouri
- Kansas City, Kansas, Board of Public Utilities
- Kansas City, Missouri, Water Services
- Kansas City, Missouri, Water Supply



3

BUILDING STRONG®

Project Partners

- Kansas Water Office
- Kaw Valley Drainage District
- KCP&L
- Leavenworth, Kansas, Water Department
- Mid-America Regional Council
- Missouri Department of Transportation (MoDOT)
- Platte County
- Village of Farley/Levee District at Farley
- WaterOne of Johnson County



4

BUILDING STRONG®

What is Public Scoping?

- Conducted when project is in early phases of planning
- Share information about a project
- Gain public input
- Opportunity to review draft feasibility study and environmental impact statement in approximately 1.5 years



5

BUILDING STRONG®

A Significant Resource

- The Missouri River is an important resource to the Nation
- Congressionally-authorized purposes:
Flood control, water supply, navigation, water quality, irrigation, recreation, hydropower, and fish and wildlife



6

BUILDING STRONG®

Modifications to the Missouri River

- Bank Stabilization and Navigation Project (BSNP)
- Mainstem Reservoir System



7

BUILDING STRONG®

What is Bed Degradation?

- Erosion of the river bed
- Lowers water surface
- Rate of erosion increased in early 1990's
- To date, some locations of the have already degraded up to 10 feet



8

BUILDING STRONG®

Impacts of Bed Degradation?

- Between 1987 and 2011, 4.8 billion cubic feet of bed loss from St Joseph and Waverly, Missouri
- Preliminary estimate over next 50 years – 8 to 10 additional feet on average, with some locations up to 20 feet or more



9

BUILDING STRONG®

Bank Stabilization and Navigation Project

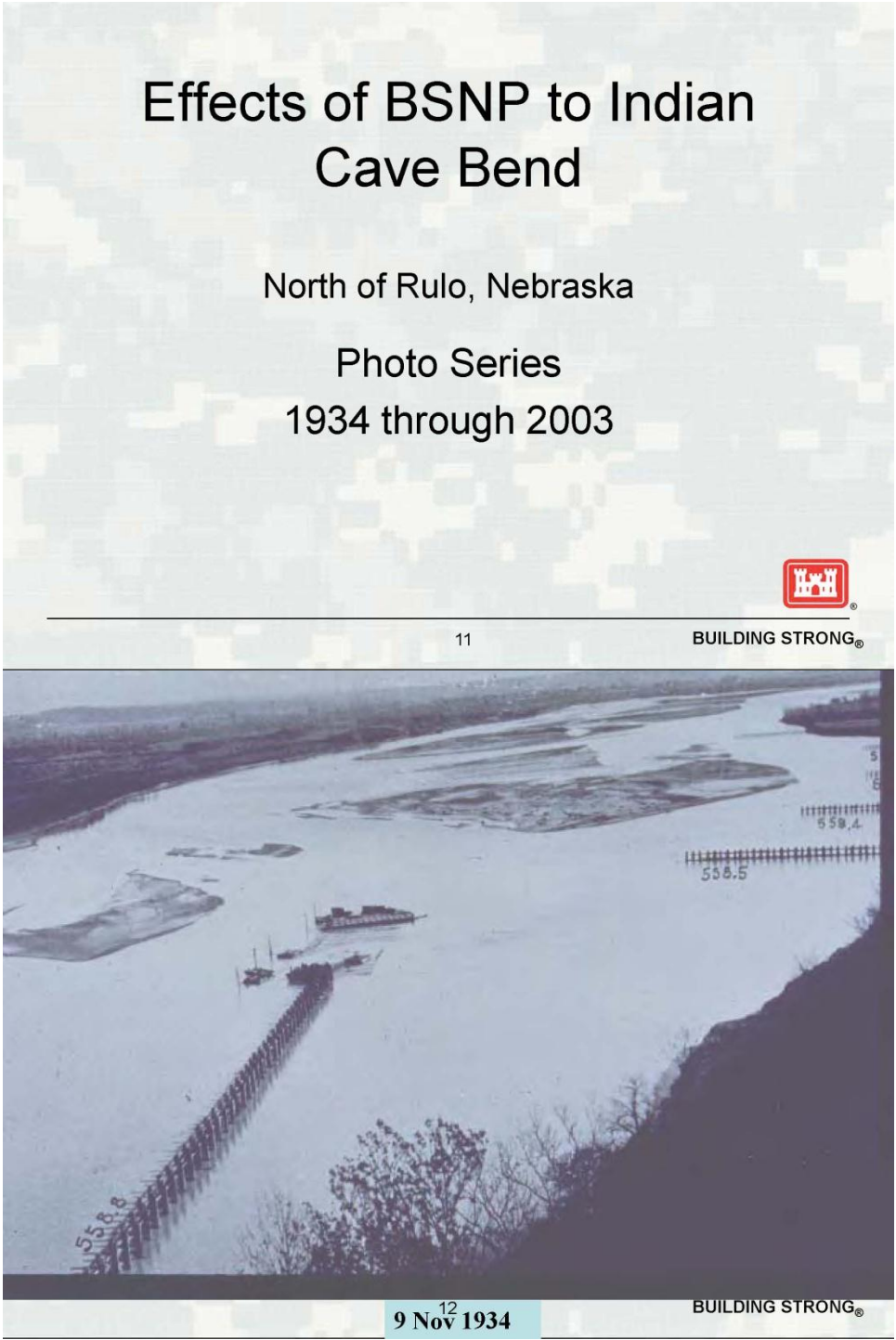


- Provides a 9-foot deep, 300-foot wide navigation channel
- Extends 735 miles
- Training structures
- Self scouring channel



10

BUILDING STRONG®





19 Jun 1935



5 Oct 1935

BUILDING STRONG®



19 Aug 1936



23 May 1946



1965



4 Nov 2003

BUILDING STRONG®

Water Supply



WaterOne Intake Structures



19

BUILDING STRONG®

Flood Risk Management



Line Creek, Platte County Missouri



20

BUILDING STRONG®

Outfall Structures



21

BUILDING STRONG®

Bridges



22

BUILDING STRONG®

Groundwater Wells



Parkville, Platte County, Missouri



23

BUILDING STRONG®

Fish and Wildlife Habitat



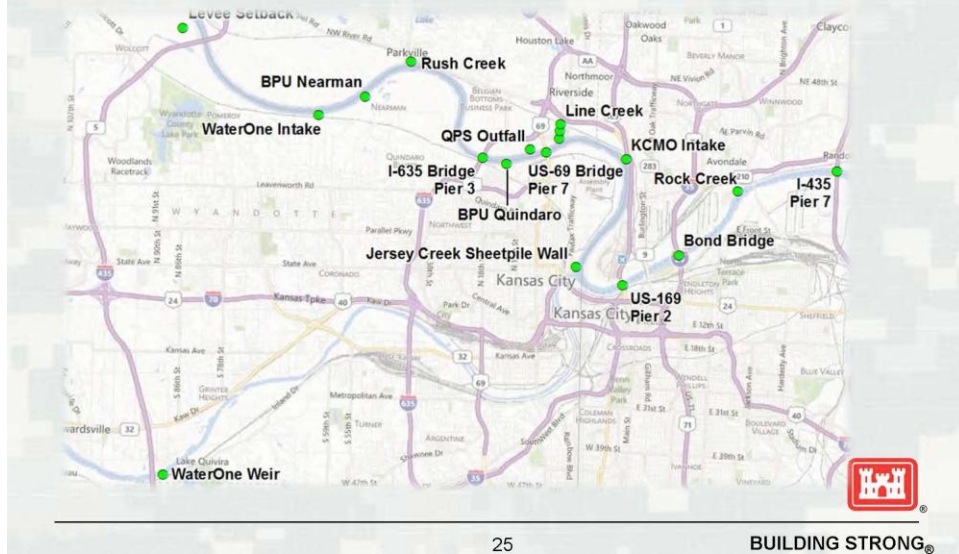
Dalbey Bottoms, Atchison County, Kansas



24

BUILDING STRONG®

Examples of Affected Infrastructure



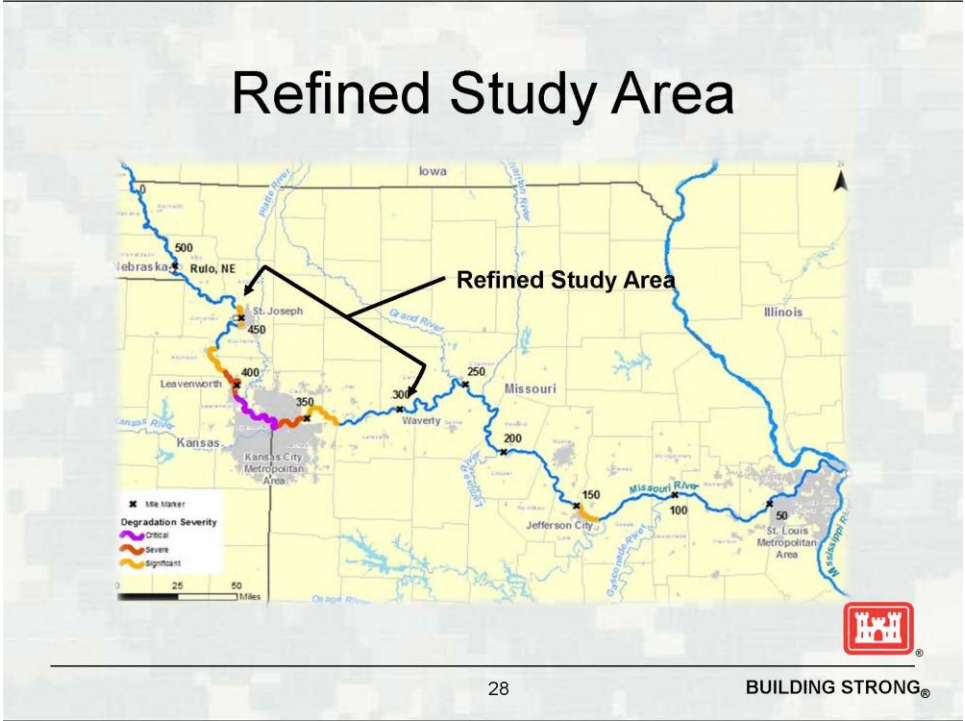
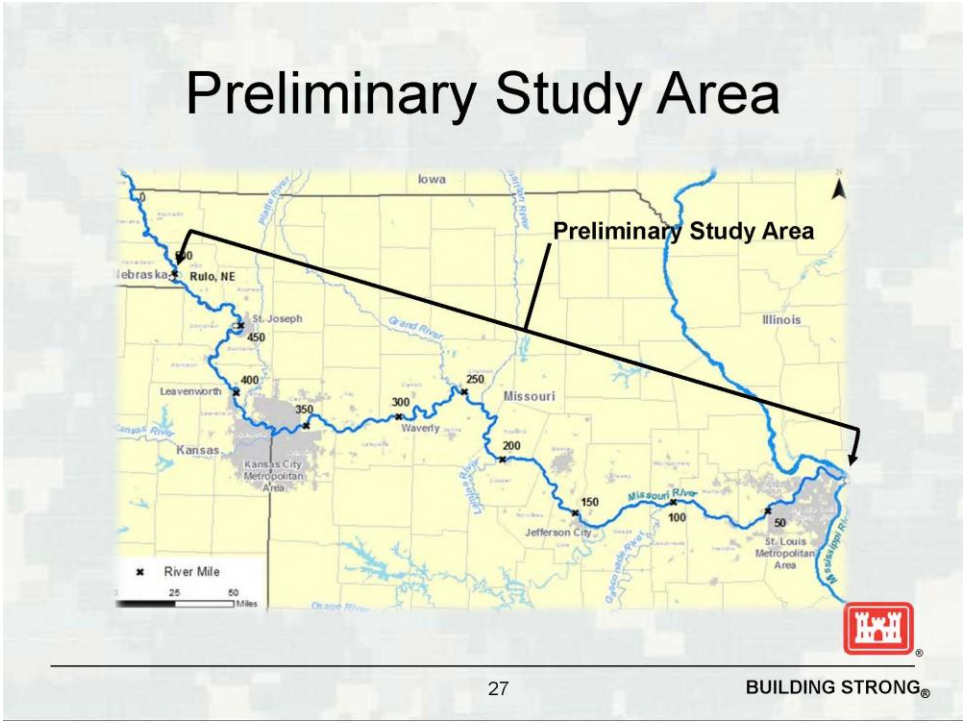
Impacts of Bed Degradation?

- More than \$100 million has been spent since 1990 in response to degradation
- Preliminary estimates show that additional \$360 million will be spent over next 50 years if degradation is not addressed



26

BUILDING STRONG®



Causes of Degradation

- Confined channel – Bank Stabilization and Navigation Project (BSNP) & levees
- Commercial dredging – sand and gravel for construction
- Reduced sediment – BSNP and Mainstem Reservoir System



29

BUILDING STRONG®

Commercial Dredging

- Regulated under Clean Water Act Section 404 and Section 10 of River and Harbors Act
- Eliminating or reducing dredging would reduce but not stop degradation
- Each of the alternatives will be evaluated under different dredging scenarios



30

BUILDING STRONG®

Mainstem Reservoir System

- Authorized to provide for flood risk management, water supply, navigation, water quality, irrigation, recreation, hydropower, and fish and wildlife
- Reservoirs trap sediment
- Study will not result in any changes to operation manuals for Mainstem Reservoir System



31

BUILDING STRONG®

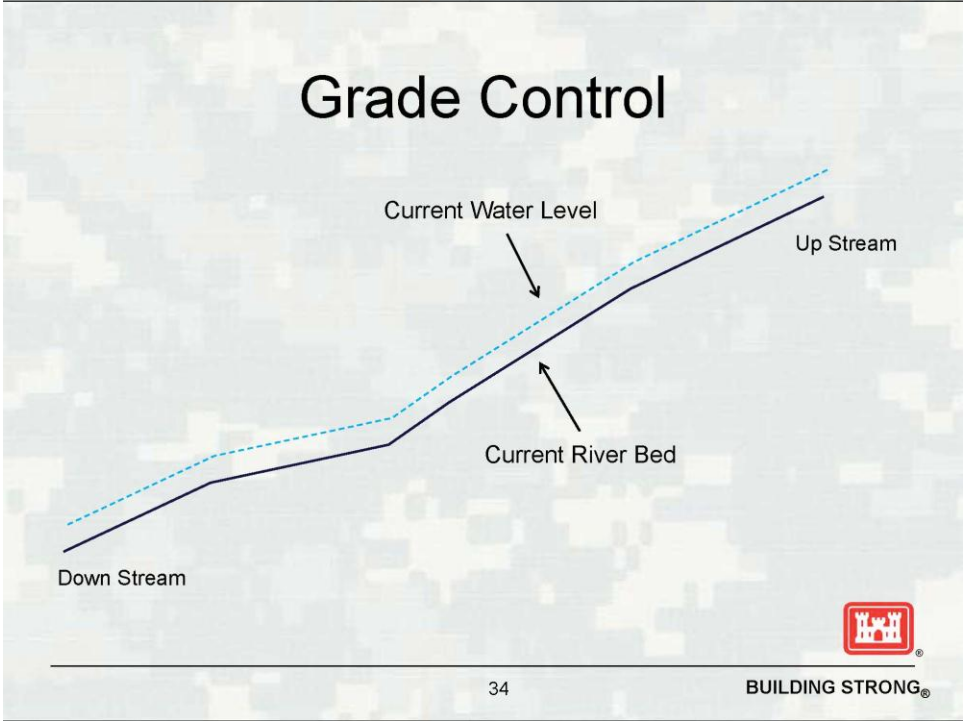
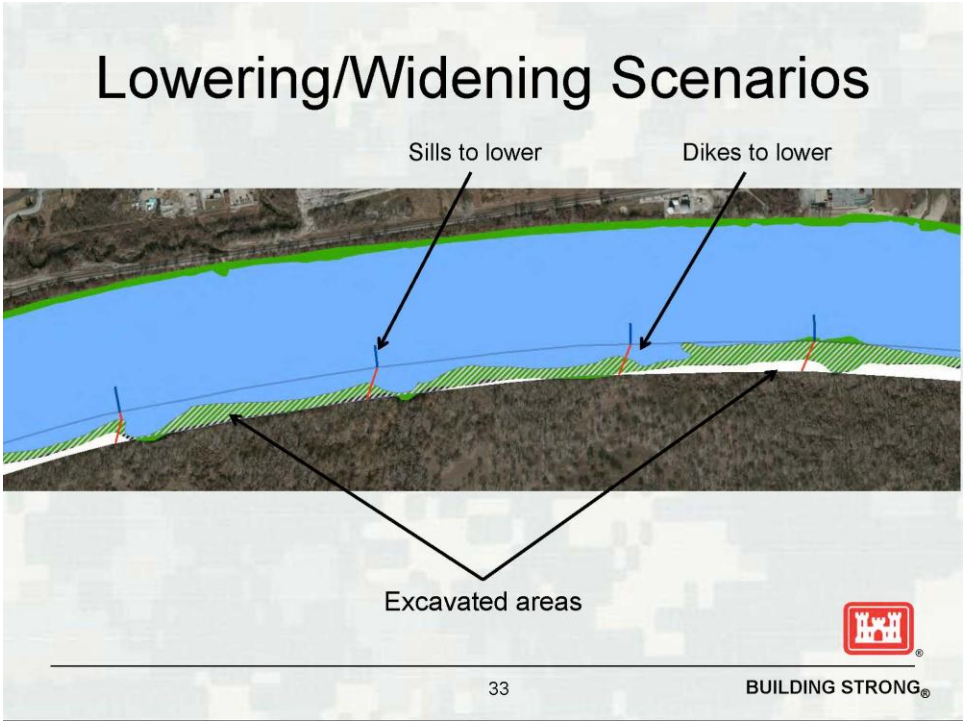
Potential Ways to Address Bed Degradation

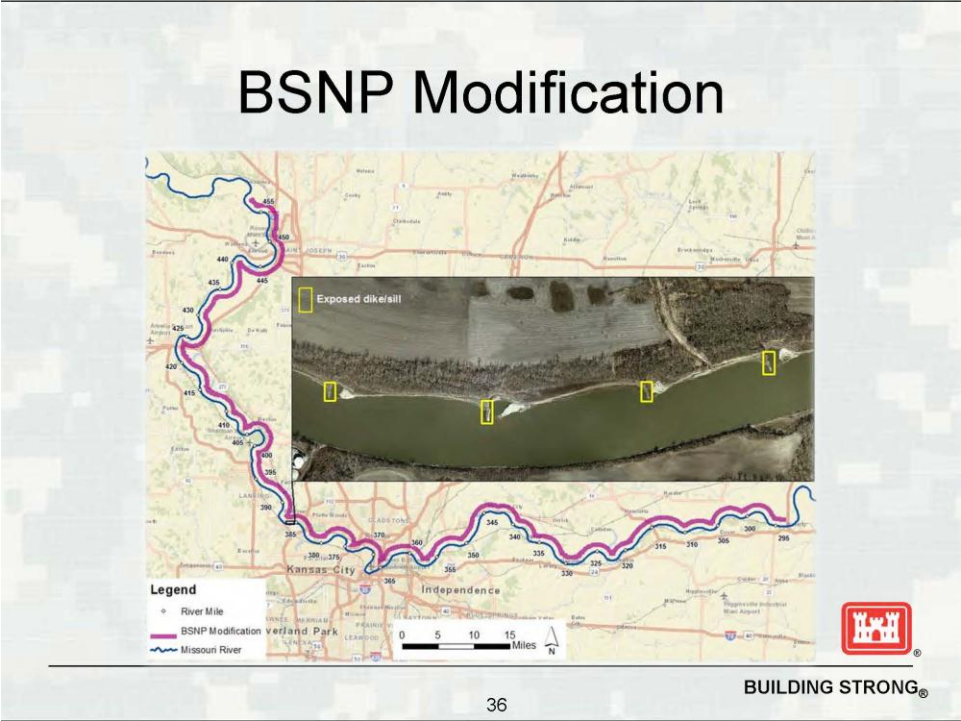
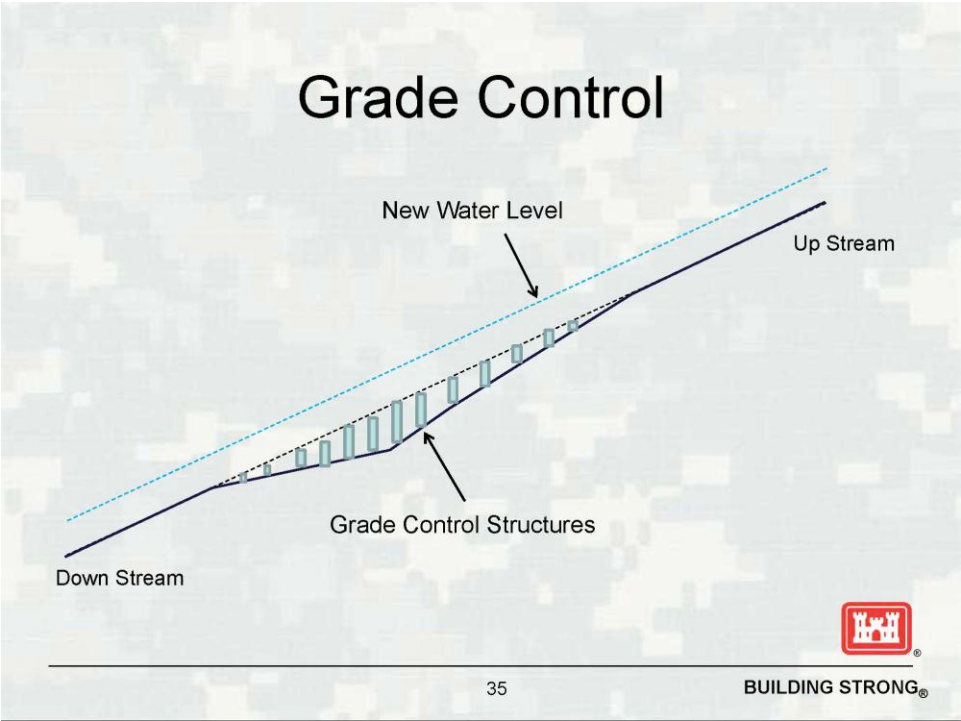
- Lower Bank Stabilization and Navigation Project structures
- Mechanically widen the channel
- Construct grade control within channel



32

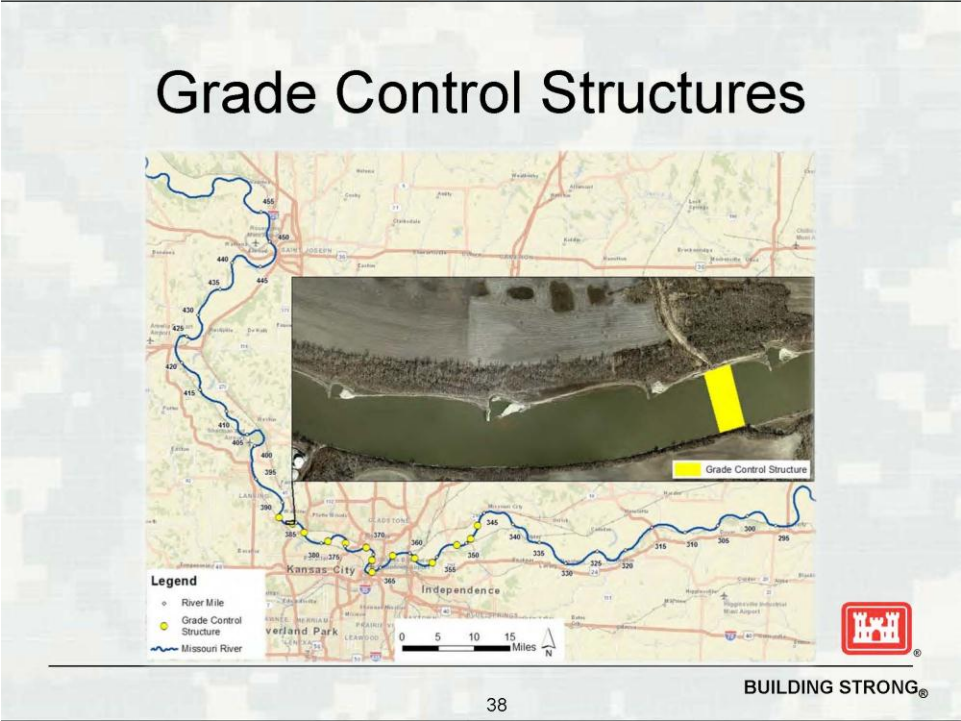
BUILDING STRONG®





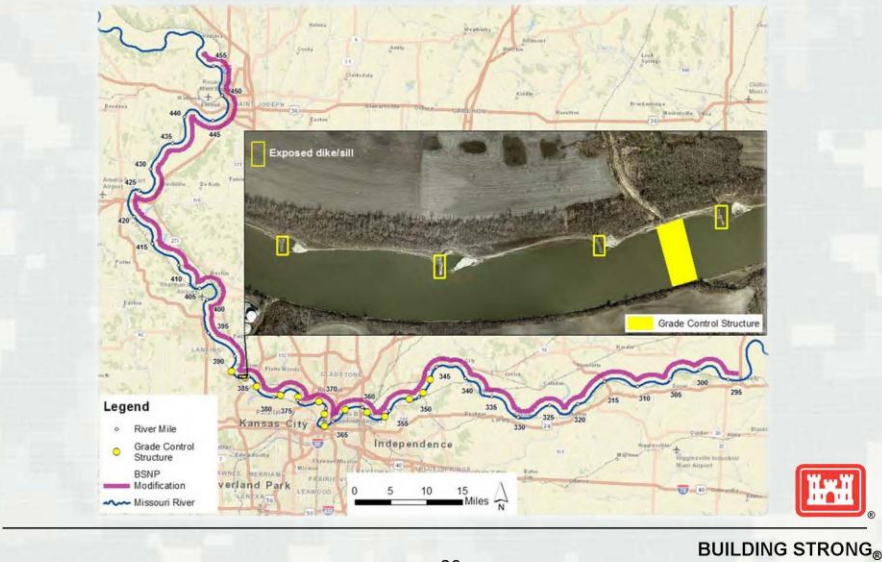


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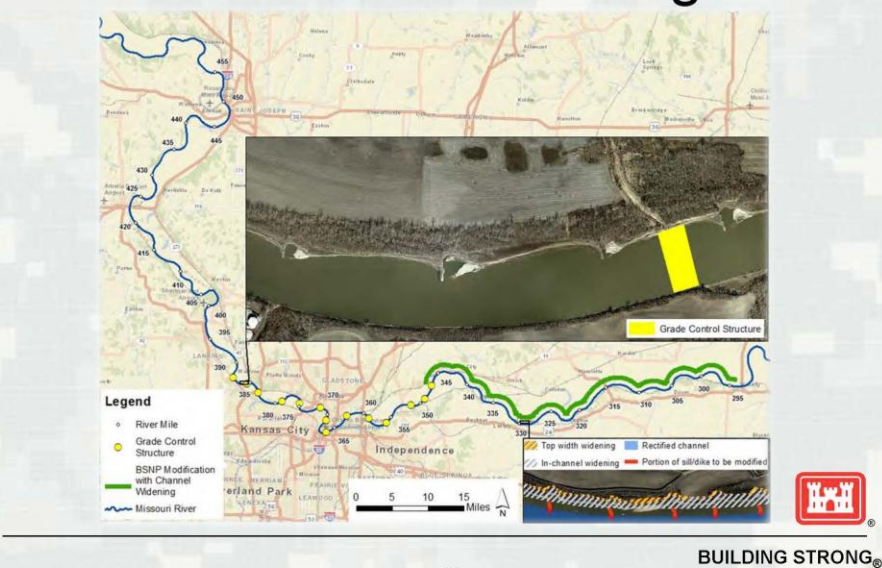
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BSNP Modifications & Grade Control Structures

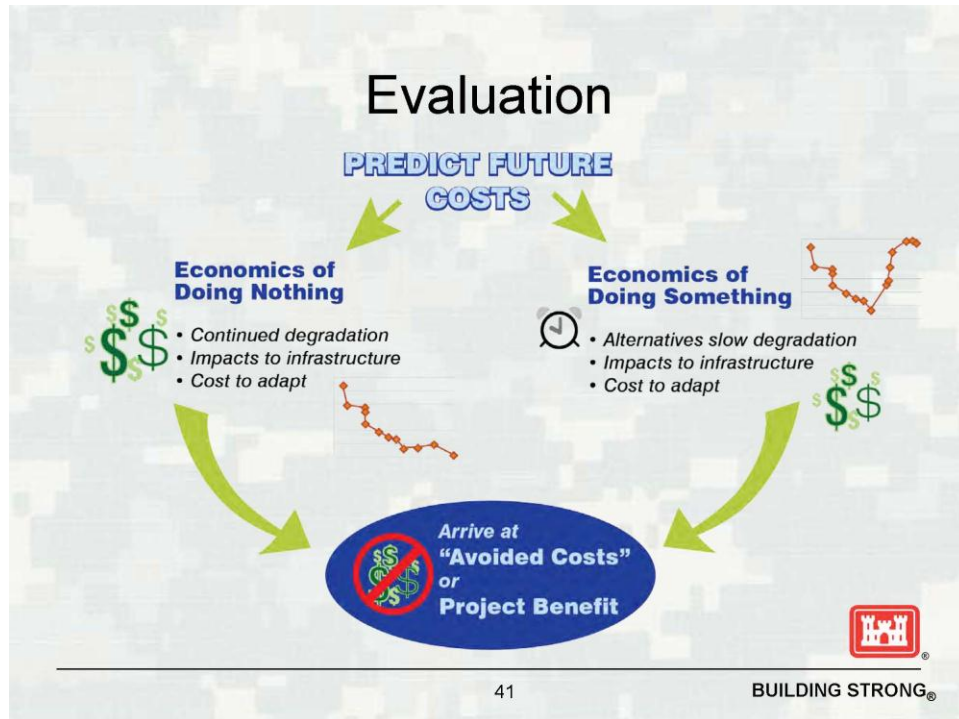


39

Grade Control, BSNP Modifications, & Channel Widening



40



Provide Your Input!

1) Provide comments during tonight's meeting on comment cards!

2) Electronically:

<http://www.marc.org/Environment/Water-Resources/Missouri-Riverbed-Degradation/Get-Involved.aspx>

3) Mail comments:

U.S. Army Corps of Engineers, Kansas City District
c/o CENWK-PM-PR (Degradation Study)
601 E. 12th Street
Kansas City, MO 64106



43

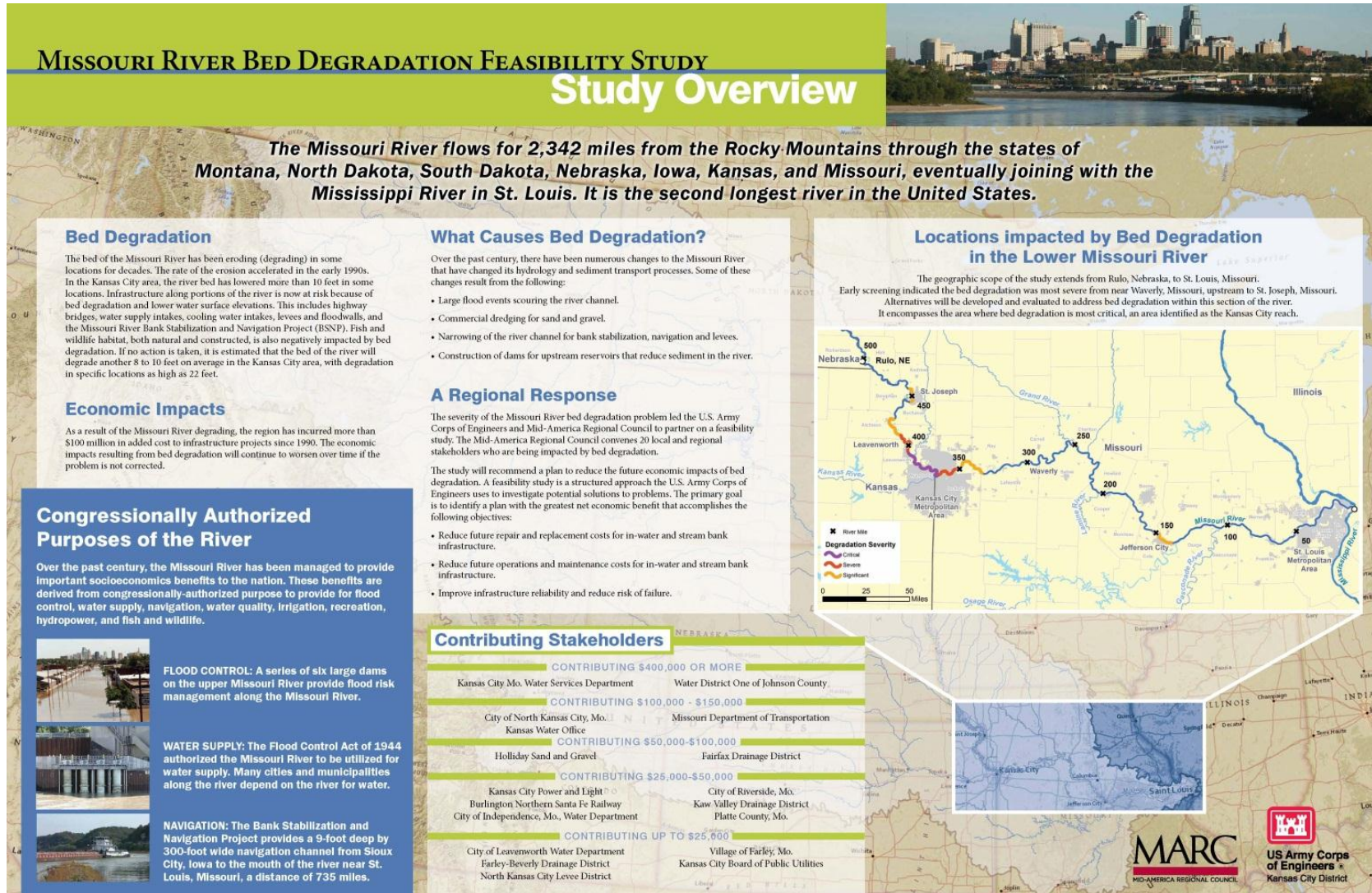
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APPENDIX K

PUBLIC SCOPING MEETING INFORMATIONAL POSTERS

MISSOURI RIVER BED DEGRADATION FEASIBILITY STUDY OVERVIEW



BANK STABILIZATION & NAVIGATION PROJECT

MISSOURI RIVER BED DEGRADATION FEASIBILITY STUDY

Bank Stabilization & Navigation Project



What is the Bank Stabilization and Navigation Project?

During the first half of the 20th century, the Corps of Engineers was mandated by the U.S. Congress to create and maintain a 9-foot deep and 300-foot wide navigation channel from Sioux City, Iowa to the mouth of the river near St. Louis, Missouri, a distance of approximately 735 miles. The Corps accomplished this with the construction of the Bank Stabilization and Navigation Project (BSNP), a series of rock revetments along the outside of river bends and rock dikes along the inside of river bends that creates a self-scouring channelized river in which dredging is not necessary.

Approximately 200 million tons of rock were placed during original construction of the BSNP. The river was shortened by approximately 45 miles between Rulo, Nebraska, and the mouth between 1879 and 1972, due in large part to the construction of the BSNP and the removal of natural river bends. All major construction of the BSNP was completed in 1980. In addition to creating a navigation channel, the BSNP also protects communities, utilities, transportation networks and private property from the natural meandering of the river.

The BSNP and Bed Degradation

The BSNP may be contributing to the bed degradation problem by constricting the river too much, causing water velocities to speed up and erode the river bed. Also, sediment becomes trapped behind the rock structures that make up the BSNP, effectively removing it from the system. Bends in the river are now fewer, larger and more gradual than they were before the BSNP to better accommodate shipping.

Bed degradation is also causing impacts to the BSNP structures themselves. As the bed erodes, the rocks protecting the river banks cave in. Replacing this rock is costly and time-consuming. Also, as the bed erodes, in-channel rock structures that are meant to be underwater nearly all year are exposed above surface longer than in the past. Alternatively, the structures may collapse and then must be repaired to function properly.

BSNP Structures

Structures were originally constructed of cypress pilings and matting. Rimpip became the material of choice beginning in the 1940s.

Dikes: Perpendicular to the river. Sediment deposited behind these filled in the channel.



Revetments: Parallel to the river flow, at the end of dikes. Become new river banks as sediment fills in behind adjoining dikes.



Sills: Extend from dikes below the water level to maintain a shallow channel on interior bends, and force the deep channel to outside bends.



L-heads: Extensions at the end of dikes, parallel to the navigation channel, which keep flow concentrated within the navigation channel to maintain scour.



Kickers: Extensions off of revetments or dikes that concentrate flow into crossovers to direct the navigation channel into the next downstream bend.



Ongoing BSNP Adjustments

The relationship between the length and height of the rock structures that make up the BSNP and the water surface elevations must be in balance for the BSNP to function properly. Otherwise, one of two things will occur — the river bed will either erode more than is desired, or excess sand will accumulate in the channel. Responding to bed degradation, the federal government has made ongoing costly and time-consuming adjustments to the BSNP structures in an attempt to keep the system in balance. These adjustments involve removing rock from the structures to lower them or to create notches in an attempt to widen the river channel.



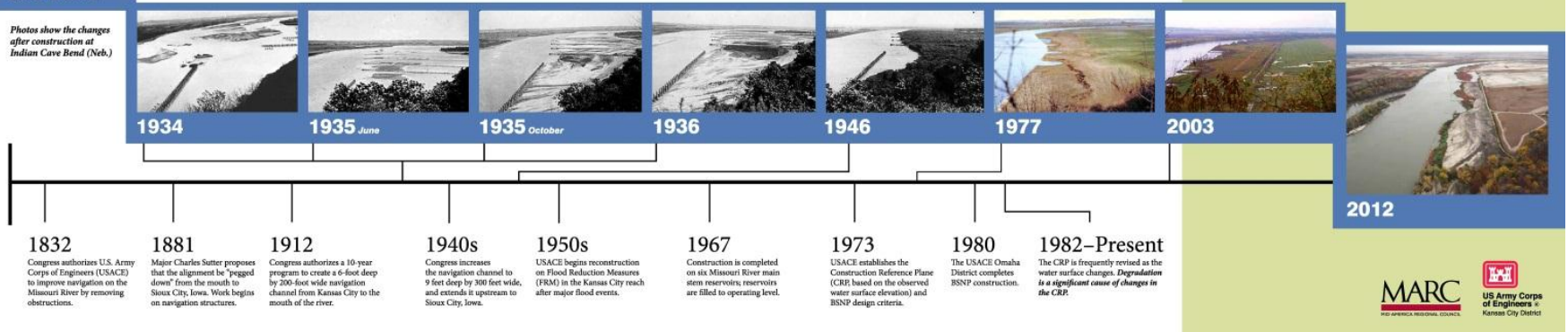
The BSNP structures highlighted in red, constrain the river channel.



Dike modifications between the years 2004 and 2013 near the Downtown Kansas City airport. These modifications were needed because of ongoing bed degradation.

History of the BSNP

Photos show the changes after construction at Indian Cave Bend (Neb.).



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Kansas City District



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CRITICAL INFRASTRUCTURE AT RISK

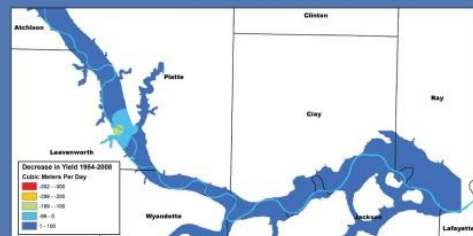
MISSOURI RIVER BED DEGRADATION FEASIBILITY STUDY

Critical Infrastructure at Risk



Groundwater

As the river bed drops, so do the adjacent groundwater levels. Groundwater wells provide drinking water for many rural residents, and large water suppliers still use wells as primary and backup water supplies. Another potential consequence of changing groundwater levels is the drying of adjacent wetlands that provide vital ecological benefits for the river.



Depiction from the USGS Regional Groundwater model showing the decrease in groundwater yield from 1954 to 2008 in cubic meters per day. Illustrates how the decrease in groundwater levels caused by bed degradation reduces the amount of water available from the aquifer.

Water Supply Utilities

River bed degradation has led to a corresponding drop in low-flow river stages that are affecting design elevations for water supply intake structures. Utilities have already begun implementing costly measures to access the river during low flows.



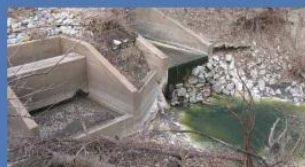
ABOVE: BPU Power Plant, Quindaro, Kansas City, Kan.



RIGHT: WaterOne Missouri River intake.

Outfall Structures

Outfalls discharge stormwater, utility and industrial waste into the river. Bed degradation causes these structures to become exposed.



Levees and Floodwalls

Levees and floodwalls protect a large number of the economic assets in Kansas City. Bed degradation will lead to ongoing and expensive levee maintenance.



ABOVE: Sheet pile wall, Jersey Creek.

LEFT: Because of bed degradation, rock was placed in the river along Highway 169 during the 2011 Missouri River flood to protect the levee on which the highway is constructed.

FAR LEFT: Bed degradation that has migrated up a tributary creek has contributed to this levee being damaged.

Bridges and Roads

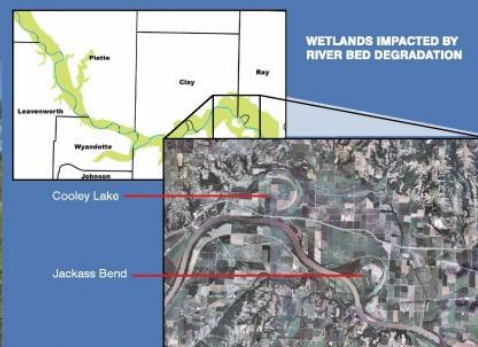
Numerous bridges that cross the river and its tributaries are at risk, as piers become exposed and adjacent materials erode.



Fish and Wildlife Habitat



Shallow water habitat constructed for the federally endangered pallid sturgeon may be impacted by changes in bed and surface water elevations.



Decreases in the water table can jeopardize wetland sustainability by removing groundwater as a water source to the wetland, increasing water loss, and drastically changing the water levels and water quality of riparian wetlands.

Bed degradation of the Missouri River and its tributaries impact critical federal and non-federal infrastructure. Examples of infrastructure that are impacted include flood risk management structures such as levees and floodwalls, outfall structures, bridges and roads, water supply utilities, groundwater, and fish and wildlife habitat.

Infrastructure Impacts

- Bed degradation and the corresponding drop in the low-flow river stages require major modifications to water and utility intake structures, and increase pump requirements and costs.
- Electricity production is reduced due to cooling water supply interruptions.
- Utility crossings are damaged.
- Groundwater is strongly influenced by changes in river stage resulting in lower water tables, which reduce well yields and increase pumping distance.
- Changes to the groundwater table can impact the quality of drinking water.
- Fish and wildlife habitat continues to degrade.
- Lower water tables disconnect groundwater from wetlands resulting in a decrease in wetland sustainability.
- Levees and floodwalls are constructed on revetment-protected slopes.
- Lowering of the river channel can cause revetments to fail which can destabilize levees and floodwalls. This can lead to failure of levees and floodwalls, particularly during flood events.
- Tributary and drainage structures are damaged and often become elevated well above channel flows.
- Bridge abutments and piers are undermined and damaged.

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ALTERNATIVE SOLUTIONS TO DEGRADATION

MISSOURI RIVER BED DEGRADATION FEASIBILITY STUDY

Alternative Solutions to Degradation

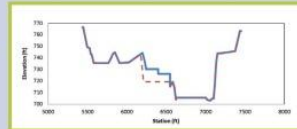


Potential Measures Under Consideration

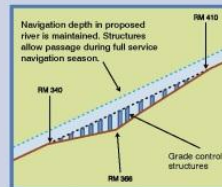
Lower Bank Stabilization Structures: Implemented by removing rock from the top of the structures (dikes), resulting in less sediment being trapped behind the structures.

Widen the River Channel in Strategic Locations: Implemented by excavating dikes behind the bank line to widen the channel and increase sediment load.

Construct Grade Control Structures in the Main River Channel: Low grade rock structures would be constructed on the river bed that would trap sediment.



Example of how a channel cross section would change by mechanically widening channel. The blue line represents the existing or future channel bottom and the red line represents the channel bottom after widening.



Potential Measures Eliminated From Consideration

Addition of Gravel to the River Bed: Implemented by excavating material from adjacent flood plains and depositing into the river.

Addition of Sediment to the River: Implemented by excavating material trapped behind reservoir dams (e.g., Gavin's Point) and depositing into the river.

Measures Included In Alternative Plans

	Structure Lowering	Channel Widening	Grade Control
Alternative 1	(No Action)	---	---
Alternative 2	X	---	---
Alternative 3	X	---	---
Alternative 4	X	X	---
Alternative 5	---	---	X
Alternative 6	X	---	X
Alternative 7	X	X	X

What plans are the most effective in providing a long-term solution?



Alternative 2: Full geographic extent and largest potential scale. This alternative differs from Alternative 3 in the amount that the dikes would be lowered.

What are the economic benefits of each plan?

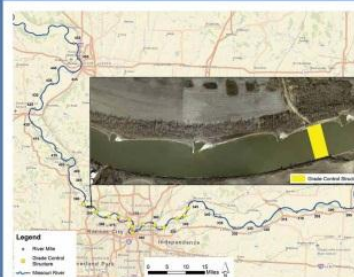


Alternative 3: Full geographic extent and largest potential scale. This alternative differs from Alternative 2 in the amount that the dikes would be lowered.

What are the environmental impacts of each plan?



Alternative 4: This alternative would lower the dikes and sills, and widen the top width of the channel in some locations.



Alternative 5: Grade control structures in the Kansas City reach.



Alternative 6: Grade control structures in the Kansas City reach and lower dikes and sills.



Alternative 7: Grade control structures in the Kansas City reach, lower sills and dikes, and top width widening.

NEXT STEPS

Determine ability and detailed cost to implement alternatives

Refine Missouri River Mobile Bed Model

Conduct economic benefit/cost analysis

Evaluate environmental impacts of alternatives



TECHNICAL ANALYSIS

MISSOURI RIVER BED DEGRADATION FEASIBILITY STUDY
Technical Analysis



Mobile Bed Model

The mobile-bed model allows planners to predict channel conditions in the future and test and compare the effects of potential solutions. The model was built to reproduce past river bed and water surface behavior.

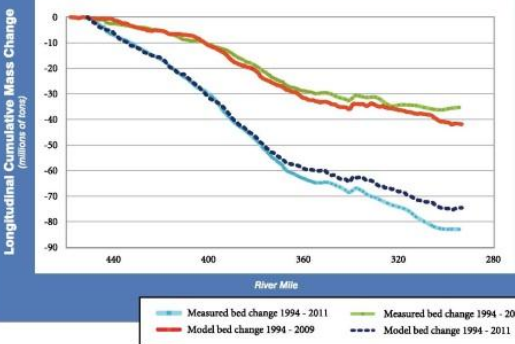


Figure 1. Mass Calibration from 1994 to 2011. Model reproduces historic locations and magnitudes of bed change from 1994 to 2011.

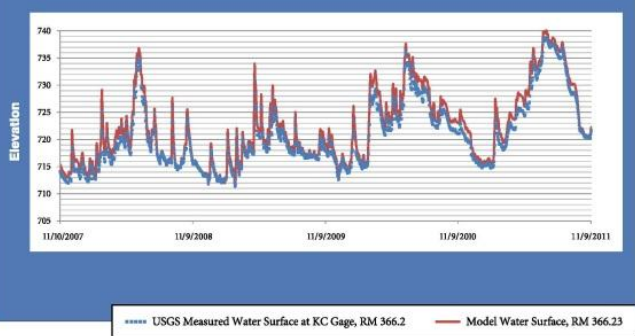


Figure 2. Water surface calibration. Model reproduces historic water surface elevations in Kansas City from 1994 to 2011 (2007 to 2011 shown here).

Alternative Solutions

The graph at the right shows average bed change from the Platte River to the Kansas River with no change and two alternative solutions. These examples include commercial dredging (extraction of sand from the river bed for concrete aggregate) at the currently permitted level. The red line represents the average change in bed elevation in the river between the Kansas River confluence in downtown Kansas City and 30 miles upstream to the Platte River confluence. The mobile bed model is used to assess how effective different solutions to the degradation problem may be. In this figure, the purple line shows

the effect of lowering the river training structures (Dike Lowering) and of building new rock structures (Grade Control) across the bottom of the channel. All three of the examples in this figure include commercial dredging (extraction of sand from the river bed for concrete aggregate) at the currently permitted level. The performance of the solutions with different levels of dredging will also be assessed. This figure shows that on the average, 6 to 8 ft. of additional degradation can be expected for this reach of the river. However, at individual locations, the degradation can be far worse.

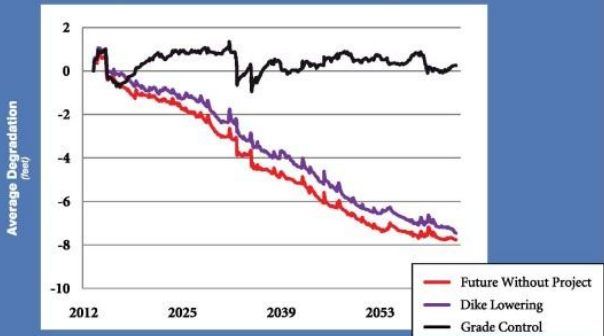
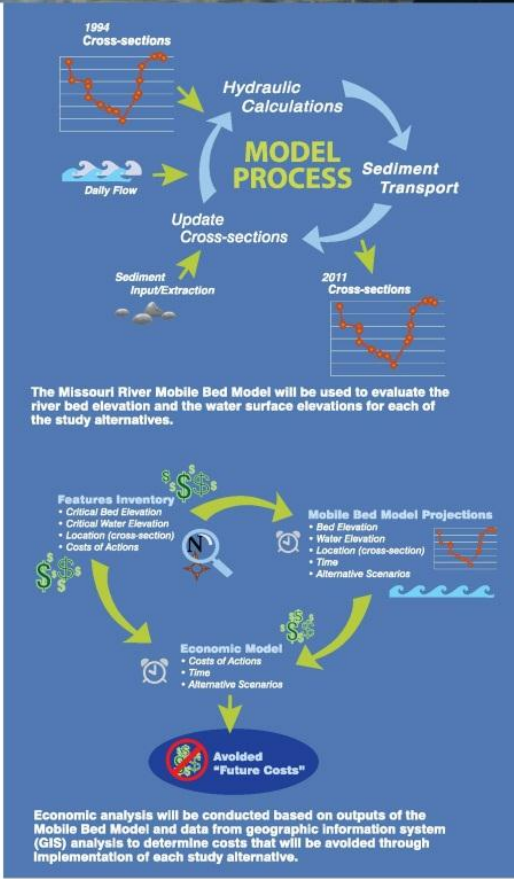


Figure 3. Preliminary modeling results for future bed elevations.



Economic analysis will be conducted based on outputs of the Mobile Bed Model and data from geographic information system (GIS) analysis to determine costs that will be avoided through implementation of each study alternative.



US Army Corps of Engineers
Kansas City District



APPENDIX L

PUBLIC SCOPING MEETING HANDOUT



**US Army Corps
of Engineers**
Kansas City District

Missouri River Bed Degradation Integrated Feasibility Study and Environmental Impact Statement (EIS)

What is the Missouri River Bed Degradation Integrated Feasibility Study and EIS?

The study will evaluate alternatives to address erosion of the river bed (bed degradation) of the Missouri River in an effort to reduce future economic damages. Bed degradation has been occurring at an accelerated rate beginning in the early 1990s. This is negatively impacting federal and non-federal infrastructure, including the Bank Stabilization and Navigation Project, bridges, utility crossings, flood risk management structures, and water intake structures, by increasing operation and maintenance costs. The study will focus on the Missouri River from near Waverly to St. Joseph, Missouri, encompassing the area where bed degradation is most severe.

What is public scoping?

Citizens often have valuable information about places and resources that they value and the potential environmental, social, and economic effects that proposed federal actions may have on those places and resources. Scoping provides the public with an opportunity to provide input on the scope of issues to be addressed and to identify issues related to the proposed action. Scoping will also be utilized to partially fulfill National Historic Preservation Act Section 106 requirements.

Send us your comments

- 1) Electronically at: <http://www.marc.org/Environment/Water-Resources/Missouri-Riverbed-Degradation/Get-Involved.aspx>
- 2) Mail comments:
 U.S. Army Corps of Engineers, Kansas City District
 c/o CENWK-PM-PR (Degradation Study)
 601 E. 12th Street
 Kansas City, MO 64105
- 3) Provide comments during the public scoping meeting. See sidebar for details.

The deadline for submitting comments is March 31, 2014. Except where subject to the confidentiality provision of the National Historic Preservation Act, all comments will become part of the public record and may be included in public documents.

What is a Feasibility Study?

A six-step planning process used in water resource development studies conducted by the U.S. Army Corps of Engineers. It is a structured approach to problem solving.

What is the National Environmental Policy Act?

The National Environmental Policy Act (NEPA) requires agencies to undertake an assessment of the environmental effects of their proposed actions on the human environment. The purpose is to make better decisions through a process that includes public involvement.

Get Involved

Participate in a public scoping meeting. Members of the public will have the opportunity to hear additional information about the project and provide comments.

Public Meeting

March 11, 2014
 4:30 PM to 7:00 PM
 Mid-America Regional Council
 (MARC)
 600 Broadway
 Kansas City, MO 64105

MISSOURI RIVER BED DEGRADATION FEASIBILITY STUDY
Public Scoping Meeting • March 11, 2014

[illegible]

(optional)

Name: _____

E-mail (or other): _____



APPENDIX M

Public scoping comments from Clifford Wieser

Online Submission: 03/06/2014 19:01:24

Clifford Wieser

cpwieser@hotmail.com

816-386-9995

875 Washington St

Weston, MO 64098

Is the main form of degradation due to silt transfer downstream? I am very interested in Hydrokinetic Energy as it pertains to the MO river.

PUBLIC SCOPING COMMENTS FROM STUART CASWELL

Online Submission: 03/11/2014 at 12:27:34
Stuart Caswell
scaswell3@yahoo.com
816-813-7842
13410 Timber Pk. Dr.
Platte City, MO 64079

My name is Stuart Caswell and I live in Platte City Missouri. I am very interested and concerned with the bed degradation issue in the Missouri River Watershed and on the Missouri Platte River. I am a very active member of the Missouri Streamteam program since 2010 with 3 sites in Platte County. One of my sites is on the Missouri Platte River near the Missouri Department of Conservations Humphrey's Access State Park located just east of Platte City.

The Platte River has been directly impacted by the bed degradation of the Missouri River. This can be seen from the effects of head cutting from the confluence of the rivers and upstream on the Platte River. This has a direct economic impact to the Platte River and the communities along the Platte River. This affects river access, storm drain entrance locations, bridges, agricultural pipes, and irrigation needs.

I have 2 pictures showing the concrete stairs at Humphrey's Access I can submit if needed showing the staircase with the bottom step is no approx. 6 feet above the river bed. I was told by Missouri Department of Conservation Agent Jake Alman, that when the stairs were installed approximately 12 years ago, that the bottom step was at the river bed. You will notice the river bed has dropped approximately 6 feet since they were installed.

I know your study covers the Missouri River from Kansas City to St. Joseph but the issue of bed degradation and head cutting is much bigger and is affecting the entire watershed. I would like to see the Missouri Platte River included as a secondary contributor to this study as well as used for mitigation studies, mitigation application testing such as check dams, and overall mitigation of this issue on both the Missouri and Platte Rivers.

Thank you for your time and allowing me to present my data.

PUBLIC SCOPING COMMENTS SUBMITTED AT PUBLIC SCOPING MEETING

MISSOURI RIVER BED DEGRADATION FEASIBILITY STUDY
Public Scoping Meeting • March 11, 2014

Thank you for attending the meeting. Please provide any comments related to the study.

Leave KC Landing Rock visible

~ 400' west of main street pier

multiple benefits always

lasting solutions

more room for River to function

Contact information
(optional)

Name: _____

E-mail (or other): _____

PUBLIC SCOPING COMMENTS FROM AARON C. COURTNEY, STOEL RIVES LLP

900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3386
fax 503.220.2480
www.stoel.com

March 11, 2014

AARON C. COURTNEY
Direct (503) 294-9411
accourtney@stoel.com

**Via Federal eRulemaking Portal (www.regulations.gov)
CENWK-PM-PR (Degradation Study) and Hand Delivery
At Public Scoping Meeting**

Christina Ostrander
Project Manager
Missouri River Bed Degradation Model
U.S. Army Corps of Engineers
Kansas City District
601 E. 12th Street
Kansas City, MO 64106

**Re: Proposed Scoping for Missouri River Bed Degradation Feasibility Study and
Environmental Impact Statement**

Dear Ms. Ostrander:

On behalf of my client, Holliday Sand & Gravel, LLC ("Holliday"), I am writing to express concern about the U.S. Army Corps of Engineers' ("Corps") recently commenced scoping under the National Environmental Policy Act ("NEPA") for the proposed Missouri River Bed Degradation Feasibility Study (the "Study") and associated Environmental Impact Statement ("EIS"). *See* 79 Fed. Reg. 7428 (Feb. 7, 2014). As described herein, the Corps' request for comments on the Study at this nascent stage in its development is premature, may result in a flawed process, and appears to be contrary to clear NEPA mandates.

As you are well aware, Holliday has been involved as a stakeholder in the planning and preliminary creation of the Study. Holliday believes that the creation and execution of the Missouri River Bed Degradation Sediment Transport Model ("Model") is fundamental to the direction and scope of the Study. Given that the Model is designed to inform what the proposed Study ultimately looks like, Holliday believes that proceeding now with scoping prior to a thorough understanding and vetting of the model will not provide the Corps with an adequate decision-making process. While Holliday does appreciate your recent assurances that comments on the model and its technical documentation will be accepted from Holliday and its consultants after scoping has closed and once the model is complete and available for review, we remain concerned that prejudice or inefficiency may still result from this modified approach. In light of

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Christina Ostrander
March 11, 2014
Page 2

this incongruity, Holliday is requesting that the Corps reassess this proposed scoping process under the EIS and make adjustments that reflect the mandates of NEPA.

As you know, Holliday has made significant financial contributions to the Corps' development of the Model. During limited available occasions (stakeholder meetings and email correspondence), Holliday has provided technical and other comments and concerns to the Corps regarding the development of the Model. The Corps, however, has yet to provide the Model or even technical reports supporting the Model to Holliday and other stakeholders for review. This is despite Holliday's repeated requests, including formal requests under the Freedom of Information Act dated October 31, 2013, and by separate letter dated December 19, 2013, seeking the Model and technical reports supporting the Model and other reports or documentation relating to the Model's set up, calculations, verification, and/or use/application. The Corps has asserted that the Model is not final and remains under Corps' review and revision. Consequently, it remains impossible for those potentially impacted by the Model's results to determine how the Model has been established and functions to predict degradation outcomes and, more significantly, how that will manifest itself in the Study and the regulatory decisions it supports.

Despite this uncertainty, the Corps has stated that it intends to use the Model as the basis upon which to generate data and alternatives used in the Study's EIS. In other words, this Model is being represented as the foundational tool for the entire Study. Nevertheless, notwithstanding the fact that by the Corps' own admission the Model is not ready for public consumption, the agency is inexplicably commencing NEPA scoping on the proposed Study and EIS. From a practical perspective, it is premature for the Corps to be soliciting scoping comments without first finalizing the apparent informational foundation of its proposed major federal action; attempting to formulate meaningful comments on an ill-defined proposal epitomizes an exercise in futility.

Moreover, putting the proverbial cart before the horse in this context is completely contrary to the intent and mandate of NEPA. NEPA requires that there be enough information available on the proposed action to allow for effective participation in the scoping of the EIS. *See* 40 C.F.R. 1501.7. To this end, the Council on Environmental Quality ("CEQ") has issued guidance to all federal agencies that makes it clear that scoping should not be initiated until the public has sufficient information to provide intelligent, informed comments and thereby avoid having to rewrite or supplement an EIS or reopen scoping:

It has specific and fairly limited objectives: (a) to identify the affected public, and agency concerns; . . . (c) to define the issues and alternatives that will be examined in detail in



Christina Ostrander
March 11, 2014
Page 3

the EIS . . . ; and (d) to save time in the overall process by helping to ensure that draft statements adequately address relevant issues, reducing the possibility that new comments will cause a statement to be rewritten or supplemented . . .

Scoping cannot be useful until the agency knows enough about the proposed action . . . to present a coherent proposal and a suggested initial list of environmental issues and alternatives. Until that time there is no way to explain to the public or other agencies what you want them to get involved in . . . At this stage, the purpose of the information is to enable participants to make an intelligent contribution to scoping the EIS . . . Scoping can lay a firm foundation for the rest of the decisionmaking process. If the EIS can be relied upon to include all the necessary information for formulating policies and making rational choices . . .

“Memorandum For General Counsels, NEPA Liaisons and Participants in Scoping,” Council on Environmental Quality (April 30, 1981) (the “CEQ Scoping Guidance”), pp. 4-5. As further outlined CEQ’s scoping regulations, there must be enough information for the public to provide meaningful comments on (1) the extent of the actions, (2) the range of alternatives, and (3) the potential significant environmental issues that should be considered in the EIS. *See* 40 C.F.R. 1501.7.

As the apparent informational basis to the proposed federal action upon which scoping has been commenced, the Model would seem to drive the considerations outlined in the CEQ Scoping Guidance and CEQ’s regulations. Without more information about the Model, the Corps is preventing meaningful involvement in the scoping process, the intelligent public contribution envisioned by NEPA. Indeed, not only has the Corps refused to release the model or critical information about its development and application prior to commencing scoping, but the agency has also failed to provide any other information about the proposed Study and EIS that would facilitate the public’s providing coherent (useful) scoping comments. Given that scoping provides the foundation for significant, future agency decisionmaking, the Corps should not commence scoping until it has a sufficiently well-developed proposal, or at a minimum, has provided the public all information upon which the proposal is based. Neither of these circumstances exist at this point.

In sum, without at least first resolving the outstanding questions raised by Holliday surrounding the Model and its development and releasing the Model for critical evaluation, it is premature for the Corps to be soliciting scoping comments on the proposed Study and EIS. Such an approach is practically inefficient, contrary to CEQ guidance and regulations, and in clear contravention of NEPA’s overarching goals of transparent and informed agency decision-making.



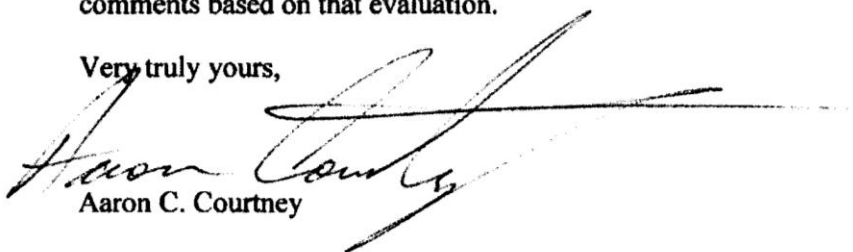
Christina Ostrander

March 11, 2014

Page 4

To be sure, Holliday appreciates the agency's recently accepting Holliday's request for a technical meeting to discuss the Model and its eventual release, and to accept comments on the Model thereafter. Holliday looks forward to scheduling that meeting as soon as possible. The Corps has made it clear, however, that such a meeting will not occur until the scoping comment period has closed. For the reasons stated above, Holliday requests that the Corps formally extend the scoping comment period until it that meeting has occurred and the agency has released the Model, and provide sufficient time within the extended comment period for the public to evaluate the Model's development/application and to formulate informed scoping comments based on that evaluation.

Very truly yours,


Aaron C. Courtney

ACC:dew

cc: Matt Jeppson (via email)

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Kansas City District**MARC**
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PUBLIC SCOPING COMMENTS FROM RANDY ASBURY, COALITION TO PROTECT THE MISSOURI RIVER

Online Submission: 03/12/2014 at 22:04:23

Randy Asbury

moriver@howardelectricwb.com

573.823.7906

4849 Hwy B

Higbeem, MO, 65257

Thank you for the opportunity to comment on the Missouri River Bed Degradation Feasibility Study. I submit the following comments on behalf of the members of the Coalition to Protect the Missouri River (CPR). CPR supports responsible management of Missouri River resources and the maintenance of all Missouri River congressionally authorized purposes. Our specific interests focus on the purposes of flood control, navigation and water quality and supply. CPR also supports responsibly managed and properly balanced habitat restoration for endangered or threatened species.

The obligation for the care, maintenance and sustainability of the BSNP falls upon the federal government; therefore, responsibility for Missouri River bed degradation improvements must not be passed off onto stakeholder interests. It is the charge of the U.S. Army Corps of Engineers (Corps) to design and maintain the channel. A shortage of federal funding in no way precludes the Corps from its requirement to meet its commitments.

In early 1900's, the river was being dredged for both material and passage. This information should have been taken into account during the Bank Stabilization and Navigation Project design. Any corrections needed to adjust for improper design must not be deflected upon stakeholders but made by the Corps in order to correct any deficiencies. Little has been completed in an engineering manner to curb bed degradation in the Kansas City reach. The U.S. committed to channel management and it is incumbent upon the government to meet its responsibility.

Furthermore, it is not appropriate to take the results of the Kansas City study and overlay it onto other areas of the river. What is occurring in one area is not necessarily occurring in other areas.

To conclude, limiting or restricting stakeholder interests via assigned blame is not acceptable as an outcome of this study.

The federal government must address the Kansas City reach bed degradation through its resources; not through the resources of others.

I reiterate my appreciation for the opportunity to address the concerns of CPR as they relate to the Bed Degradation Study.

Sincerely,

Randy Asbury

Executive Director

Coalition to Protect the Missouri River (CPR)

CEO, Principled Solutions & Strategies, L.L.C

4849 Hwy B

Higbee, MO 65257

573-823-7906 Cell

moriver@howardelectricwb.com



PUBLIC SCOPING COMMENTS FROM RICHARD GEEKIE

Comments of Richard Geekie, Missouri River Channel Degradation Feasibility Study, March 24, 2014

Comments on Missouri River Degradation**Richard Geekie, P.E., M.ASCE****March 24, 2014**

The following comments and questions may have already been made, discussed and answered, but even if they are old comments, here they are again.

I am wondering what fraction of the bed load, or bed material volume, of the Kansas River is trapped behind the *four low-head dams or weirs* on the Kansas River. Grains larger than about 0.5 to 0.6 millimeters (mm) are not suspended in significant amounts in the Missouri River and grains sizes larger than 0.5 mm represent a large fraction of the sand in the bed of the Missouri River. It seems reasonable to assume that the same is true of the Kansas River. Unless dunes migrate over these dams (weirs) during high flows, this larger size fraction will be trapped behind these dams because they cannot be suspended.

The next question then is what has been the effect of this “trapping” of larger grains behind these four low-head dams on the Kansas River on degradation in the Missouri River downstream of the confluence of the Kansas and Missouri rivers. Recall that the best plan being considered to mitigate the degradation in Kansas City and upstream is to place a series of weirs below the water surface in the Kansas City reach to trap bed material.

If these four dams contribute to degradation downstream of the confluence, then upstream head cutting would occur because the downstream (of the confluence) channel would be lowered increasing the upstream slope of the bed.

One way to partially answer this question would be to sample suspended sediment of flow over these low-head dams and to sample the bed material upstream and downstream of these four dams. Suspended and bed material sediment samples may already exist and possibly have been collected by the USGS. Sampling suspended sediment flowing over these dams would determine the largest sizes that are suspended over each of the dams. Bed samples above and below these dams would suggest if an “imbalance” exists between upstream and downstream of each dam.

Comments of Richard Geekie, Missouri River Channel Degradation Feasibility Study, March 24, 2014

There are cross sections that the dredgers are required to make periodically and I think there have been longitudinal profiles of the Kansas River bed that would indicate how much storage there is behind these dams.

The effects of the four low-head dams should be discussed in the Feasibility study with data and measurements to back up conclusions about these effects.

Can the trapping of sediment, both large grains and small, behind the low-head dams on the Kansas River be used to estimate the time to fill in behind the weirs proposed in the Missouri River?

*PUBLIC SCOPING COMMENTS FROM SARA PARKER PAULEY, STATE OF MISSOURI DEPARTMENT OF
NATURAL RESOURCES*

STATE OF MISSOURI Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director
DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

MAR 24 2014

Ms. Christina Ostrander
U.S. Army Corps of Engineers, Kansas City District
c/o CENWK-PM-PR (Degradation Study)
601 E. 12th Street
Kansas City, MO 64106

Dear Ms. Ostrander:

The Missouri Department of Natural Resources (Department) is the lead agency on water quantity issues and represents the State of Missouri's interest in Missouri River management issues. The Department has great interest in seeing the completion of the Missouri River Bed Degradation Feasibility Study. This will hopefully lead to the selection and implementation of a viable alternative to address the degradation problem. Immediate problems in the reach of worst degradation are most concerning. Lessening the impact on water suppliers and infrastructure, while maintaining flood risk reduction in the Kansas City region are paramount.

The Corps has indicated that current alternatives include alterations to river training structures from St. Joseph to Waverly (RM 448-293). Instead, the Corps should focus the scope of alternatives specifically on the reach with the most severe degradation (RM 350-410). Expanding alternatives beyond the current impact area would require a wider stakeholder involvement and a more comprehensive evaluation of impacts, including potential impacts to sustaining navigability. The Department's support for this study rests with the narrowing of the scope to focus on the most problematic reach.

Additionally, we request the HEC-RAS model currently being used to evaluate the effectiveness of the alternatives. This will allow the Department to evaluate the model, conduct additional analyses and provide more informed input during the NEPA process.

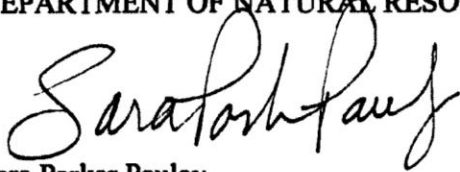


Ms. Christina Ostrander
Page Two

Thank you for the opportunity to provide comments. We request a written response to our comments. Please contact Karen Rouse at (573) 751-0648, or karen.rouse@dnr.mo.gov, if you have any questions.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Sara Parker Pauley
Director

Celebrating 40 years of taking care of Missouri's natural resources. To learn more about the Missouri Department of Natural Resources visit dnr.mo.gov.



PUBLIC SCOPING COMMENTS FROM HUNTER D REDMOND

From: [Form Processor](#)
To: [Lesley Rigney](#)
Subject: MO River interest form
Date: Wednesday, March 26, 2014 12:19:46 AM
Attachments: [PCWA-L-307.pdf](#)

~~~~~  
Form Name : MO River interest form  
Date Submitted : 03/26/2014 00:10:41 AM  
~~~~~

Name:
Hunter D Redmond

Email:
huntredgo@gmail.com

Phone:
2134446951

Street:
521 Armstrong Ave

City:
Kansas City

State:
KS

Zip code:
66101

Upload documentation to support your comment.:
[PCWA-L-307.pdf](#)

Williams, G. P.; Wolman, M. G.. (1984). Downstream effects of dams on alluvial rivers. USGS Professional Paper: 1286. Available at: <http://pubs.er.usgs.gov/publication/pp1286>.

Options:
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I would be interested in whether upriver damming has resulted in a loss of soil replenishment down stream (lowering the river bed). Sediment loads could greatly be affected by this, and this would be an interesting course of study. It would also be relevant to view possibly lower levels in the glacial drift aquifers, which could increase subsidence in the area (lowering the riverbed). As a college student these are just a few rudimentary things that pop to mind, but being born and raised in the KC area I would be very interested in the effects these factors could have.

*PUBLIC SCOPING COMMENTS FROM HOBIE CRANE, PLATTE COUNTY ENGINEER***Missouri River Bed Degradation Study**

Public Comments from Platte County Engineer, Hobie Crane

1. Platte County, Missouri is a stakeholder in this study and staff members have been attending the monthly meetings to stay informed of this study. There are numerous streams that flow through Platte County, Missouri and eventually flow into the Missouri River. In particular, some of the larger streams include Bear Creek, Bee Creek, Platte River, Brush Creek, Rush Creek, Burlington Creek, and Line Creek. A major concern of the County is the head-cutting of these streams that may be occurring due to the bed degradation of the Missouri River. As alternative measures are analyzed by this study to minimize the bed degradation, we would request that the study also analyze what effects these measures would have on these various streams that discharge into the river. The study should also determine what measures are feasible to minimize the head-cutting that is currently occurring on these tributary streams.
2. Platte County Parks and Recreation and the City of Parkville are currently constructing improvements as part of the Platte Landing Park, located along the north bank of the Missouri River on the west side of Parkville, MO. Part of these improvements include: a new walking trail, parking areas and a new boat ramp into the Missouri River. These improvements should be considered as the study evaluates the measures to minimize the bed degradation.
3. In the summer and fall of 2013, there was some work done along the north bank of the Missouri River. There was a floating barge with a track hoe on it that was placing a riprap blanket on the north bank of the river. This new riprap blanket extends from the south end of Main Street in Parkville, Missouri to the east (downstream) approximately 3,600 feet. We wanted to make the Corps aware that this work had been completed.

PUBLIC SCOPING COMMENTS FROM PAUL LEPISTO, THE IZAAK WALTON LEAGUE OF AMERICA

THE IZAAK WALTON LEAGUE OF AMERICA

Army Corps of Engineers, Kansas City District
Ms. Christina Ostrander CENWK-PM-PR - Degradation Study
601 E. 12th Street
Kansas City, MO 64106

Dear Ms. Ostrander,

The Izaak Walton League of America (IWLA) appreciates the opportunity to comment on the U.S. Army Corps of Engineers (USACE), Kansas City District's intent to prepare the Missouri River Bed Degradation Feasibility Study and Environmental Impact Statement (EIS). The League is one of the nation's oldest conservation organizations with over 44,000 members - many of those in the Missouri River Basin.

The League supports this study and the development of alternatives to address bed degradation, or down cutting, of the Missouri River. River bed degradation is having substantial negative impact on public and private infrastructure, fish and wildlife habitat and recreational opportunities. Bed degradation has also led to a drop in ground water elevations along the river which is impacting wells.

The IWLA believes the Missouri River Bank Stabilization and Navigation Project (BSNP) needs to be thoroughly evaluated under this authority. The BSNP provides a 9 foot deep-300 foot wide channel from Sioux City to St Louis specifically for commercial navigation. The BSNP is maintained by dikes and revetments which has created a self scouring channel. The League believes the BSNP is "over-engineered" and is in itself a major contributor to bed degradation. We would like this study to closely examine if some of the BSNP structures were removed would the river heal itself?

In this study the IWLA encourages the USACE to seriously consider the impact of sand dredging in the Kansas City reach. What impact is this activity having on bridges, utility crossings, water intakes, fish and wildlife habitat and recreational access? Should this activity be limited or restricted in the future?

The League is also very concerned about how Missouri River bed degradation is impacting the river's many tributaries. The beds of the tributaries are dropping as they seek the same elevation as the Missouri River's bed. How

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MIDWEST OFFICE 1619 Dayton Ave., Suite 202 | St. Paul, MN 55104-6206 | (651) 649-1446 | (651) 649-1494 FAX | midwestoffice@iwla.org

WWW.IWLA.ORG



is this impacting the health of the tributaries and what impact is this degradation of the tributaries having on the authorized purposes and health of the Missouri River? The League respectfully asks that this also be studied and alternatives developed to address this issue. The cost to maintain the infrastructure along the Missouri River in areas with severe bed degradation will continue to increase if these problems are not corrected.

The IWLA believes a healthy Missouri River will provide benefits to everyone in the basin and be an economic engine that will create additional jobs, tax revenue for local and state governments and additional recreational opportunities for families along the river.

We again appreciate this opportunity to provide these scoping comments and ask that you please keep us informed on the progress of this study as it moves forward.

Thank you for your time and consideration.

Paul Lepisto
Regional Conservation Coordinator
Izaak Walton League of America
1115 South Cleveland Avenue
Pierre, SD 57501
605-224-1770
605-220-1219
plepisto@iwla.org

*PUBLIC SCOPING COMMENTS FROM DAVID A SHORR, LATHROP & GAGE LLP***LATHROP & GAGE_{LLP}**

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FAX: 573.893.5398

March 28, 2014

VIA EMAIL TRANSMISSION

Christina.Ostrander@usace.army.mil

AND U.S. MAIL

U.S. Army Corps of Engineers
Kansas City District
c/o CENWK-PM-PR (Degradation Study)
601 East 12th Street
Kansas City, MO 64106

Re: Scoping Comments Relating to an Environmental Impact Statement for
the Missouri River Bed Degradation Feasibility Study, Kansas and
Missouri

Gentlemen:

This letter is in response to the notice in the Federal Register dated February 7, 2014, and the public meeting held on March 11, 2014 in Kansas City, Missouri. The comments regarding scoping for this Environmental Impact Statement (EIS) are provided on behalf of the Missouri River Dredgers Group, a group of companies that mine commercial sand from the Missouri River. These include Holliday Sand & Gravel, LLC; Capital Sand Company, Inc.; Hermann Sand & Gravel; and Gateway Dredging & Contracting, LLC (a partnership between Limited Leasing Company and Jotori Dredging, Inc.). These companies provide commercial sand to consumers through operations that range from the mouth of the Missouri River to north of St. Joseph, Missouri.

The group actively participates in Missouri River-related activities. They directly participate in the Missouri River Recovery Implementation Committee (MRRIC), are actively involved in permitting, and have funded and participated in the Commercial Sand Dredging EIS. One member of the group, Holliday Sand, has provided financial support and participation in the Missouri River Bed Degradation Feasibility Study.

We provide the following general comments and each individual company may provide direct comments relating to their enterprise.

CALIFORNIA COLORADO ILLINOIS KANSAS MASSACHUSETTS MISSOURI NEW YORK

21471815v3



U.S. Army Corps of Engineers
March 28, 2014
Page 2

Geographic Scope of the Missouri River Bed Degradation Integrated
Feasibility Study and Environmental Impact Statement

The geographic scope of the proposed EIS is 500 miles, roughly from Rulo, Nebraska to the mouth of the Missouri River at the Mississippi River. This geographic area mirrors the designated geographic scope of the Commercial Sand Dredging EIS.

Current activities relating to bed degradation have focused on the Kansas City metropolitan area, portions of the St. Joseph segment, all of the Kansas City segment, and portions of the Waverly segment. In contrast to the 500-mile designated area, current activities and participation has been limited to those of interest in Kansas City.

The expansion of the EIS designation introduces entire new geographic areas to this evaluation. No meetings have been held, no information provided, and no details transferred to those downstream parties that will be affected by the review, study, and EIS. Alternatives to be considered under the current geographic scope will impact, along with those in Kansas City, economic livelihoods, and commercial sand mining performance of those companies without participation to date.

Efforts to apply lessons learned from the Kansas City area feasibility study must be individually analyzed based on river hydrology throughout the various segments of the river. The scope of the EIS analysis should either be contracted to match the current Kansas City emphasis or the participation and involvement increased to include all those parties affected by the analysis. Otherwise, the theories applied in the limited analysis constitute an application of those theories without representation.

Alternatives Must Consider USACE Impacts on the System

Alternatives in the EIS must consider impacts and corrections to the Corps design. Specifically:

A. Limited sediment is provided by the main stem reservoirs to the Lower River. The Corps has previously pledged to analyze system improvements to provide greater sediment load. Specifically, the Corps acknowledged this issue in the Commercial Sand Dredging EIS, agreed to address the scenario in the Missouri River Recovery Plan, agreed to address sediment load with regard to the pallid sturgeon, and agreed to address sediment load and a sediment budget to USEPA as part of the Commercial Sand Dredging EIS. In addition, the National Academy of Sciences clearly delineated the lack of sediment in the system as being one of the primary elements with regard to endangered species enhancement and enhancement of the water course.

21471815v3

U.S. Army Corps of Engineers
March 28, 2014
Page 3

B. Alternatives requiring modification to the original design must be considered. The original design of the system was a great accomplishment. However, the engineering operational plan for the river acknowledges that modifications to the river and its structures must be made by the Corps on a continual basis. While we acknowledge that the Corps has not had adequate funding from Congress to handle a continual operational update, this nonetheless does not change the necessity that the Corps itself is part of the problem and it has the power and capability to fix the problem without placing that problem on the backs of others.

No Sediment Model

A complete sediment model, including losses created by the reservoirs, must be considered prior to modeling for bed degradation. As previously stated, this was demanded by USEPA and the National Academy of Sciences. We are unaware of a request by USACE for funding to carry this forward.

Mobile Bed Load Model

A mobile bed load model has been introduced as part of the Bed Degradation Feasibility Study. However, the extent and breadth of this EIS includes 500 miles of river. NO PARTIES OTHER THAN THOSE IN THE KANSAS CITY AREA HAVE PARTICIPATED ACTIVELY IN WORK RELATED TO THE MODEL. This failure will cause the EIS to not be applicable in the lower portions of the river with results that may not be within the limitations and expectations. In addition, as previously stated, without a full sediment model for the system, the model will only place fault on those existing and active sources while allowing USACE a free ride for design-related failures.

Dredging and Commercial Sand Production Existed Prior to River Modifications and River Design Must Address its Existence

Alternatives presented during the EIS must acknowledge the pre-existence of both dredging and sand extraction as a preserved purpose on the system. The failure of the Corps' design to account for bed load to satisfy commercial sand production is an engineering error. "No dredge alternatives" will be challenged and the mere presentation of "no dredge alternatives" demonstrates engineering failure. The states of Missouri, Kansas, and Nebraska own the bed of the river. Actions relating to the bed of the river are the exclusive rights of the states and are protected by the Tenth Amendment.

All comments from the group presented in the Commercial Sand Dredging EIS are hereby incorporated as if fully rewritten as (a) the geographic scope is the same; (b) impact to the bed is analyzed without alternatives considered with the Corps design; and

21471815v3

U.S. Army Corps of Engineers
March 28, 2014
Page 4

(c) errors in that report have been fully argued by the Dredgers Group and are sufficiently the same.

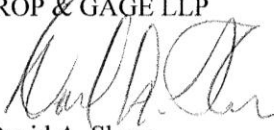
We appreciate the opportunity to participate further in this EIS. The members of the Missouri River Dredgers Group should be included in communications, both individually and collectively.

On behalf of the Missouri River Dredgers Group, I am

Very truly yours,

LATHROP & GAGE LLP

By:


David A. Shorr

DAS/jf
cc: Missouri River Dredgers Group

21471815v3

PUBLIC SCOPING COMMENTS FROM AMY SALVETER, U.S. FISH AND WILDLIFE SERVICE

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Missouri Ecological Services Field Office
101 Park DeVille Drive, Suite A
Columbia, Missouri 65203-0057
Phone: (573) 234-2132 Fax: (573) 234-2181



March 27, 2014

Ms. Christina Ostrander, Project Manager
US Army Corps of Engineers
Kansas City District
601 E. 12th Street
Kansas City, Missouri 64106

Re: CENWK-PM-PR (NOI for the Missouri River Bed Degradation Feasibility Study)

Dear Ms. Ostrander:

Please refer to the February 7, 2014, Federal Register Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for the Missouri River Bed Degradation Feasibility Study (Study), Kansas and Missouri, United States. That Study will develop a range of alternatives to address bed degradation of the Missouri River pursuant to Section 216 of the Flood Control Act of 1970. That Act allows the Corps to review completed projects that have experienced significant changes since construction. In this case, the Study will focus on the Missouri River Bank Stabilization and Navigation Project, authorized in 1912. The U.S. Fish and Wildlife Service (Service) submit these scoping comments pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544).

The Service appreciates the Corps attention to the critical problem of bed degradation along the lower Missouri River. Not only does it undermine existing fish and wildlife resources and habitats, but it undermines future benefits from our restoration work. At the same time, continued bed degradation puts human lives and property at risk, potentially undermining significant public infrastructure. Clearly, given the numerous project sponsors, this is of the utmost importance to local communities and both public and private interests. Thus we fully support the Corps decision to prepare an EIS.

The lower Missouri River has undergone considerable change due to dam construction, channelization, and floodplain development. The result has been a greatly reduced river corridor with a commensurate decrease in habitat for fish and wildlife. In fact, the river continues to change. The dams and bank armoring interrupt the natural processes of sediment erosion,

downstream sediment transport and deposition. As noted in the NOI, this has already led to an almost complete loss of islands and sandbars in the lower river, and continues to cause bed degradation throughout the main channel as well as impacting the tributaries causing bank erosion and head-cutting. Bank stabilization and channelization of the Missouri River and consequent bed degradation has disconnected floodplain wetlands from underlying groundwater, greatly reducing and degrading this important habitat.

Continued entrenchment of the river threatens not only fish and wildlife habitats, but the communities and residents along the river. Massive bank erosion and head-cutting negatively effects private land and public infrastructure (e.g., bridges and roads, pipelines, water intakes, levees), requiring repeated expensive repairs. Mitigation measures that help restore the natural sediment dynamics of the river can serve to arrest this destructive and expensive trend. The Service recommends including such background information in the EIS because it provides a framework for discussions on existing conditions and potential mitigation and recovery alternatives consistent with a watershed approach to all the Corps Missouri River management activities.

While river engineering has been a major driver of bed degradation, recent surveys over the last two decades indicate an increasing influence of commercial and gravel dredging on river morphology. We recommend the EIS fully examine the role of dredging in not only the issue of bed degradation, but also the solutions. This study should build on the work the dredging industry developed for their permit renewal EIS. Draft Corps documents the Service has reviewed indicate that the Corps will consider dredging impacts separately under the regulatory process. However it is clear from submitted preliminary information that dredging, which is not identified as an authorized project purpose, is a significant trigger for river degradation. To treat it separately would piecemeal the analyses. In addition, we understand the Corps Missouri River Management Plan is likely to include aspects of dredging on and potentially off-river in their EIS. The Service believes it is appropriate to do at least as much as part of this study because of the interaction between river morphology, sediment supply and transport, and commercial mining activities.

Engineering alternatives should incorporate structure features that can maximize value to aquatic resources. For example, design of grade control structures should include options that facilitate aquatic organism passage, especially those with limited mobility. Many species, especially aquatic macroinvertebrates may not be able to migrate over steep sloped grade control. Some studies have recommended a maximum slope of 20:1 for the passage of catfish species. In addition, recent fisheries research has suggested migrating sand dunes along the river thalweg may provide specialized habitat for fishes and other organisms, or at least for some life stages. The EIS should include an evaluation of how each alternative may affect sediment transport processes, especially in the areas of grade control structures. This should also include consideration of effects to connectivity and access between the river and tributaries.

Endangered Species Comments

As the Corps is aware, the pallid sturgeon occurs throughout the lower Missouri River in a number of habitats depending on season and on life stage. The reasonable and prudent

alternative for the Missouri River 2003 Amended Biological Opinion directs the Corps to ensure that the BSNP does not result in a net loss of existing "shallow water habitat." That is a prerequisite to increasing such habitats to provide for pallid sturgeon survival and recovery. This Study should thoroughly address the challenge bed degradation poses to existing and future aquatic habitats and the Corps ability to implement measures needed to avoid jeopardy to the endangered pallid sturgeon.

Thank you for the opportunity to submit these scoping comments. The Service looks forward to working with the Corps as the Study progresses. If you have questions regarding our comments, or need additional assistance, please contact Jane Ledwin (573)234-2132, extension 109, of my staff.

Sincerely,



Amy Salveter
Field Supervisor

cc: USFWS, ES, Manhattan, KS (Blackford)
USFWS, MO River Coordinator, Yankton, SD (Kruse)

PUBLIC SCOPING COMMENTS FROM MICHAEL T. REYNOLDS, NATIONAL PARK SERVICE

United States Department of the Interior

National Park Service
Midwest Region
601 Riverfront Drive
Omaha, Nebraska 68102-4226



MAR 31 2014

1.D(MWR-PCL/PC)

ER-14/0071

Ms. Christina Ostrander, Project Manager
U.S. Army Corps of Engineers, Kansas City District
c/o CENWK-PM-PR (Degradation Study)
601 E. 12th Street
Kansas City, Missouri 64106

Dear Ms. Ostrander:

The Midwest Region, National Park Service (NPS) has reviewed the February 7, public notice announcing the United States Army Corps of Engineers' (COE) intent to prepare an Environmental Impact Statement (EIS) for the Missouri River Bed Degradation Feasibility Study in Kansas and Missouri. The NPS offers the following comments to help inform the study.

The NPS shares concerns over the observed bed degradation of the Missouri River and the expected continued degradation in the river and its tributaries if current conditions are not altered. The NPS supports careful scientific study and consideration of a wide range of alternatives to address this significant issue.

The NPS administers the Lewis and Clark National Historic Trail (Trail) and works with a multitude of partners on identifying and protecting the historic route, remnants, and artifacts of the Lewis and Clark Expedition (Expedition) for public use and enjoyment. The Trail follows the Missouri River in Kansas and Missouri and provides opportunities for visitors to retrace the historic route via water trail or along the auto route. Potential impacts on recreational resources from the river bed degradation and proposed alternatives should be analyzed in the EIS. This analysis should include consideration of how the proposed alternatives affect visitor experiences along the Trail and the economic benefit visitors bring to surrounding communities. Infrastructure associated with recreation along the Trail includes visitor centers, river access, roads, parks, trails, signage, and other features. In addition to constructed amenities, visitor experience is greatly impacted by surrounding scenery, natural sounds, wildlife and natural features. When developing alternatives, we encourage incorporating measures that reduce adverse impacts to natural areas along the river and Trail and actions that will protect or enhance the natural conditions found here.

One trail site in the study area of potential concern is Lewis and Clark Historic Park at Kaw Point, located at the confluence of the Kansas and Missouri Rivers. The Expedition camped at this confluence for three days on their outbound journey in June 1804.



Ms. Christina Ostrander

2

The COE 2012 Missouri River Bed Degradation Feasibility Study-Report Synopsis outlines several constraints or situations to be avoided in the planning process, including measures inconsistent with the Master Manual. Precisely because the Master Manual guides the operation of the dams on the river to meet all authorized purposes, we think it may be appropriate and necessary to apply adaptive management in developing potential alternatives since bed degradation threatens the continued ability to meet these purposes, including habitat required by the U.S. Fish and Wildlife Service's Biological Opinion.

The report synopsis briefly outlines some selection criteria for comparing and choosing an alternative plan. One of the additional selection criteria given in the report synopsis is "constructability." While this may not indicate a preference toward creating alternatives requiring construction, we encourage consideration of solutions involving "deconstruction" or actions that return natural river processes such as meandering, floodplain connectivity, and increased aquatic habitat.

If you have any questions regarding our comments or the Trail, please contact Dan Wiley, Chief of Resources Stewardship, Lewis and Clark National Historic Trail, 601 Riverfront Drive, Omaha, Nebraska 68102, or telephone (402) 661-1830 or at Dan_Wiley@nps.gov.

We appreciate the opportunity to provide these comments.

Sincerely,



Michael T. Reynolds
Regional Director

PUBLIC SCOPING COMMENTS FROM DALE HENDERSON, MISSOURI DEPARTMENT OF TRANSPORTATION

From: [Form Processor](#)
To: [Lesley Rigney](#)
Subject: MO River interest form
Date: Monday, March 31, 2014 2:22:32 PM

~~~~~  
Form Name : MO River interest form  
Date Submitted : 03/31/2014 13:58:05 PM  
~~~~~

Name:
Dale Henderson (MoDOT)

Email:
dale.henderson@modot.mo.gov

Phone:
573-522-5016

Street:
105 W. Capitol Ave.

City:
Jefferson City

State:
Mo

Zip code:
65102

Upload documentation to support your comment.:

:

Options:

:

MoDOT's interest in Missouri riverbed degradation and the degradation study is how it affects our infrastructure. Items affected are bridge footing, bridge abutments, and roadway embankments. Streambed erosion and widening has already affected some MoDOT structures on the Missouri River and on some of its tributaries. Protection of bridge elements and stream banks have been already been implemented in some location due to scour concerns created by the Missouri riverbed degradation.

MoDOT is also a consumer of material that is provided by the Missouri River through dredging operations. Curtailment or deep reductions in dredging operations would increase material costs for construction and repair of roads and bridges. For this reason plus preservation of jobs and economic benefits, changes to dredging should be limited.

PUBLIC SCOPING COMMENTS FROM MIKE ODELL, HOLLIDAY SAND AND GRAVEL COMPANY

PH: (913) 492-5920

9660 LEGLER ROAD
LENEXA, KS 66219-1291

FAX (913) 438-0200

March 31, 2014

Via Electronic Mail to:

<Jesse.J.Granet@usace.army.mil>

Mr. Jesse Granet, Environmental Resources Specialist

Planning Branch

U.S. Army Corps of Engineers – Kansas City District

Re: Missouri River Bed Degradation Feasibility Study - EIS Scoping Comment**Introduction**

Holliday Sand & Gravel Company (Holliday) is a division of Ash Grove Cement Company. Both are based in the Kansas City metro area, Holliday dating back to 1938 and Ash Grove founded in 1882. Holliday produces sand and gravel for the construction industry through commercial river dredging on the Arkansas, Kansas and Missouri Rivers. The primary need for sand is for the construction of concrete foundations and pavement for residential, commercial and public roads and structures. There is no satisfactory substitute for sand in concrete and historically each person “consumes” 2 Tons of sand per year. Gravel accounts for less than 3% of the material found in all three rivers. Sand is the essential product we produce by hydraulic dredging in the river and transporting by barge to our unloading terminals near Kansas City (Randolph), Riverside and St. Joseph, Missouri. Missouri River commercial river dredging began in Kansas City in the 1950s and Holliday began dredging in the late 1960s. Over 50 Holliday employees make a living from Missouri River Dredging and hundreds more work at various facilities that are located near their supply of Missouri River sand.

Why Bed Degradation is a Problem

When the bottom or bed of the river lowers it is said to be degrading. The foundations of structures built in or next to the river are at risk if degradation is excessive. This includes bridge piers, retaining walls, floodwalls and levees. As the bed lowers, the water surface elevation also lowers which has impacted municipal power and drinking water intakes, docks and terminals. Groundwater elevations next to the river are also lowered impacting wells and wetlands.

Though Holliday has had to modify its unloading facilities to accommodate a lower river, the much more severe impact to Holliday and the construction market is the reduction of permitted sand removal in order to respond to the failure of the channel to refill (aggrade).

For these reasons, Holliday has joined with other major stakeholder: utilities, levee boards, state agencies, and municipalities to provide funding, knowledge and experience to address the ongoing problem of river bed lowering near Kansas City through the current Bed Degradation Feasibility Study.

Is Dredging the Cause?

Missouri River bed degradation has had significant impacts to Holliday Sand & Gravel Company (Holliday). But first an explanation of dredging's impact on degradation is appropriate. Though there is a correlation between removing sand from the river bed and bed degradation, dredging is not even close to being the primary source of riverbed scouring. An Environmental Impact Statement EIS was prepared by Holliday (together with five other dredgers across Missouri) in order to justify dredging in light of the accelerating degradation since the 1998-2007 drought. One of the study's objectives was to determine the annual quantity of sand moving along the river bottom, referred to as bed load. As bed load is proportionate to the volume of water flow, the calculation included years of normal and drought flows to reach a conservative estimate. The average annual bed load of sand passing through Kansas City was determined to be over 8 Million tons, not including flood flows that move so much sediment it cannot be calculated accurately. The worst case calculation, using mostly drought years, yielded 5.4 Million tons. The greatest amount of commercial dredging near KC has been around 3 Million tons. However, to be extra conservative, the Corps reduced annual dredging in Kansas City to 10% of that lowest possible estimated bed load of 5.4 Million tons, yielding only 540,000 tons. If the housing market had not dropped 60%, there would have been severe sand shortages and a doubling to tripling of price to import sand from Wichita and Omaha, as the transportation of sand beyond 20 miles begins to exceed the value of the product. Holliday and even more, the construction industry, needs to find the answer to controlling degradation without overreacting and creating a sand shortage in the metro area.

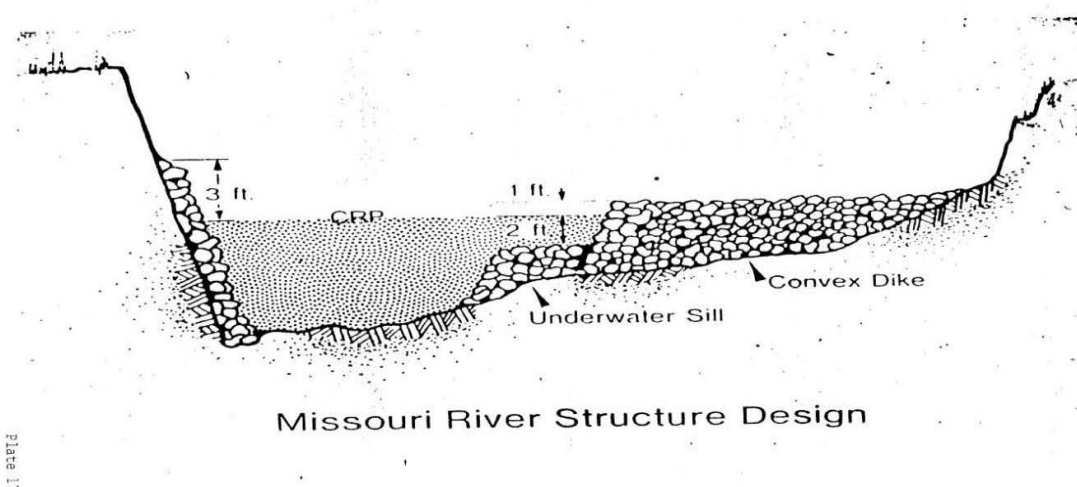
The Alternative

Why not just dredge sand in the flood plain instead of the river? After a failed attempt years ago to mine sand from the flood plain, Holliday abandoned its sand pit operation in the Missouri River floodplain due to excessive fines. Following the anticipated reduction of Missouri River dredging, speculators have

attempted to reopen Holliday's old sand pit and others started up a second pit. Flood plain deposits include much more fines than what is found in the Missouri River channel. The top 30 feet of fines and clays that the river has naturally removed are a significant barrier to a profitable and productive flood plain pit. After several years, the new sand pits have not been able to provide a reliable quantity or quality of sand for commercial concrete construction, instead producing lesser quality sand for asphalt and fill sand. As the economy slowly picks up and housing demand grows, we predict that by 2015 quality concrete sand will be in short supply in the KC metro.

If Dredging Is Not the Cause of Degradation, Then What Is?

The public is largely unaware of the nature of the Missouri River. From the 1930s until 1981, the natural river bed has been realigned, narrowed and reveted (channeled) to provide a self scouring man-made navigation channel to receive regulated discharges from the huge mainstem reservoirs to the north. To maintain a minimum navigation depth, riprap structures (dikes) have been built throughout the navigable portion (below Sioux City, IA) to further pinch down the channel during low flows to scour out sand that has deposited in the channel during higher flows. (Though the banks are riprap, the bottom of the channel is fine to coarse sand, up to 90 feet down to bedrock).



(From USACE, "Missouri River Navigation Project, Design Criteria, W. Mellema, January 1994)

The following, from the USACE Missouri River Bed Degradation Reconnaissance Study (August 2009), exemplifies how the degradation issue is not as simple as just restricting sand dredging:

"Overall impacts of dikes/revetments on degradation.

The dikes and revetments were designed primarily to maintain an open, navigable channel during times of low flow. This channel is achieved by restricting and confining flow in a manner that causes flow velocities during times of low flow to be greater than they would be under natural conditions. This practice causes sediments that ordinarily would be deposited under certain discharges to be moved downstream. When dikes and revetments are present in sufficient numbers to maintain the low-flow channel depth, the material removed from that

reach of the stream results in a lowering of the streambed. The dike or revetment functions effectively to maintain the lower bed configuration. If the constriction provided by the dikes or revetments is relaxed, material that is carried through the constriction is allowed to deposit to a level consistent with the dikes or revetments at the new location. In reaches where material extraction results in a lower streambed, the streambed does not readily recover. This lack of recovery is consistent with the self-scouring design and function of the dikes/revetments. The Kansas City reach of the Missouri River has required additional dikes and the accompanying flow restrictions. This requirement is primarily due to the confluence of the Kansas River at Kansas City. The confluence of a stream results in more complex and varied deposition and erosion conditions. These conditions are partly due to a variety of backwater conditions. Also, the inflowing sediment load varies with inflow from the Kansas River independent of the flow in the Missouri River. This set of river conditions has resulted in the installation of a very constrictive dike system to maintain a navigation channel. The construction of that dike system has resulted in a reach of river that is very efficient at “cleaning” and maintaining the low-flow channel.”

The 8 Million tons of sand moving through KC is largely the result of these stone dikes scouring sand from the channel and relaying it on downstream.

If you look closely at the surface of the Missouri River you will see swirling flows (boils). This is sand. The bottom of the river is not solid; it is fluid and is made up of waves of sand, at times up to 10 feet in height, moving downstream. Holliday’s dredge moves from spot to spot, looking for the coarsest sand in the areas of greatest turbulence. We do not dredge large areas of the river, but go from one “honey hole” to the next. These dredge holes fill up quickly, at times in a matter of days. Each year, we dredge the same spots and have done so for decades. We move 5 to 10 miles up and down the river looking for the best sand as most of the river is too fine for concrete sand. The conception that we remove the coarse material, leaving just fines is incorrect. First of all, only 5% or less of the river bed is material larger than the size of a pea. The sand we are hunting for is only 1/4th (0.25) of a millimeter larger (coarser) than the average sand grain. Does it seem logical that leaving behind sand that is 1/4th of a millimeter smaller (finer) has caused the bed to scour? The velocity of the current in the Missouri River is sufficient to move pea sized gravel, let alone sand that is only 0.5mm in diameter. Again, envision the waves of sand moving downstream, even boiling to the surface. This is evidence of the scouring energy of the dike structures.

The Degradation Study seeks to determine how degradation can be controlled and result in the least ongoing cost. One of the purposes of our comment is to educate others about river dredging and that there are other much greater forces at work in the river channel. The Missouri River Commercial Dredging EIS scope was constrained and failed to determine why sediments do not adequately refill the channel after floods or dredging. If the Degradation Study is also constrained and streamlined and does not consider all impacts, such as the huge economic loss of river sand, it could cause more harm than good.

This is why the Degradation Study is so important. Controlling degradation is a complex engineering issue that is not simply a matter of ceasing commercial dredging. Read on as you will see that the sand provided by Missouri River dredging has a surprisingly high value for greater Kansas City, and its cessation could have the greatest economic impact of all.

Impacts to Dredging are Important

Sand dredging is not a minor issue in this whole matter. The Missouri River has provided Kansas City with a quality aggregate delivered to our front door. The construction cost savings are in the hundreds of millions of dollars.

As mentioned the alternative for river dredging is flood plain pit mining. Though dredging and navigating on the Missouri River requires special equipment and more skilled personnel there is a reason why it is preferable to sand pit mining in the Missouri River floodplain.

The following itemizes our calculations of the increase in dollar costs of pit mining versus river dredging for the years 2010 through 2060 in the Kansas City metro only (assumes river dredging is eliminated near Kansas City after 2015). (A detailed spreadsheet of the calculations was submitted as part of the Economic Impacts portion of the Study.)

Pit Land Purchases	\$ 52,700,000
Overburden Stripping	\$ 90,900,000
Waste Fines Rehandling	\$ 113,400,000
Pit Relocation (every 10 years)	\$ 65,100,000
Increased Trucking Distance	\$ 94,100,000
Road Deterioration	\$ 52,700,000
Crop Loss on Pit Land	\$ 51,800,000
Groundwater Loss	\$ 300,000
Total Added Costs	\$ 521,000,000

The above are only the tangible costs that must be borne by the citizens of greater Kansas City through the year 2060. The loss of groundwater and cropland however, continue beyond 2060 as they are irreversible. All cost increases would be ongoing and increase further over time.

There are additional intangible but very significant costs to replacing river dredging with pit mining, the environmental costs:

Traffic Congestion: 1.5 Million additional miles of truck traffic congestion

CO2 Emissions: 32,300 tons

Wetlands: Hundreds of acres of developmental wetlands**Requests for Project Scope**

Holliday requests inclusion of the following issues into the scope of the Bed Degradation EIS (that we believe were not adequately addressed in prior studies):

1. Detailed study of the scouring impacts of dikes at various flow regimes, especially with regard to the height and the impacts of dramatically reduced frequency of overtopping flow (refer to USACE documents related to dike height criteria).
2. Review of BSNP dike maintenance guidelines (refer to related USACE documents), especially with regard to over-scouring conditions.
3. An improved understanding of the significant economic and environmental benefits of harvesting sand from the river rather than from the flood plain, estimated to be upward of \$500MM over the next 45 years, not including environmental impacts such as CO2 and loss of wetland acreage. This focus was absent in the Missouri River Commercial Dredging EIS economic impacts section due to a failure to adequately investigate alternate sources of aggregate, and to take into account the temporarily depressed level of the economy and building industry at the time of the study.
4. An improved understanding of the how commercial dredging is the primary towing industry on the Missouri River related to transportation, the #2 authorized purpose on the MR, and its actual value as such.

Mobile Bed Model Status

Holliday has requested a copy of the Mobile Bed Model and all associated notes/journal that explain the parameters and data used to construct it. Because the Model's final agency review and release will not occur in time for Holliday to conduct an independent expert review and submit comment prior to the close of the comment period, we request in advance that our future Model review comments be included in and evaluated as part of the EIS. We believe we can review the Model and comment in approximately 60 days.

Grade Control Structures vs. Navigation

Because the demand for sand in Kansas City is year-round, river dredging must continue beyond the navigation season of April through November. To allow us to navigate at low flows we have purposely built and acquired a fleet of towboats and barges with shallow drafts (less than seven feet) to operate during the months of December through March. Grade control structures constructed to an elevation

that allows passage during normal navigation periods could impede our passage and shut down our operation during the December through March non-navigation period even with our shallow draft vessels. In addition, current dredge permit conditions have tonnage limits by 5-mile reach, requiring us to navigate further in the future. Therefore the elevation of the grade control structures within 5 miles of our unloading terminals is critical and we ask that low flow navigation near our terminals be accommodated in the grade control structure design.

Thank you for considering Holliday's comments.

Sincerely yours,

Holliday Sand & Gravel Company

Mike Odell

Vice President, Operations

*PUBLIC SCOPING COMMENTS FROM KIRK ROME, CITY OF PARKVILLE***MARC**

From: Kirk Rome <krome@parkvillemo.gov>
Sent: Monday, March 31, 2014 1:13 PM
To: Tom Jacobs
Cc: Lauren Palmer; Sean Ackerson
Subject: Missouri River Bed Degradation Study

Tom,

The City of Parkville is interested in the Missouri Riverbed Degradation Study and we understand you are accepting comments on the ongoing study at this time. We know this is an important project as degradation of the Missouri River bed has caused millions of dollars in damage to infrastructure such as water intakes, bridge piers, and levies. We are also aware that one of the solutions being considered is the design and installation of river bed grade control structures, and some of these would be located in the Kansas City area. As you know Parkville is a river town and occasionally sees flood waters encroach into the parks and downtown areas. As this project moves forward we want to make sure that any solutions to reduce or stop river bed degradation do not increase the likelihood or severity of flooding in Parkville. We will make ourselves available to review any data or design plans as they become available.

Thank you.

Kirk

Kirk Rome P.E.
Public Works Director
City of Parkville
Office: 816-268-5027
City Hall: 816-741-7878
Fax: 816-741-0013



PUBLIC SCOPING COMMENTS FROM JEFFREY ROBICHAUD, U.S. ENVIRONMENTAL PROTECTION AGENCY**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 7****11201 Renner Boulevard
Lenexa, Kansas 66219**

MAR 31 2014

Ms. Christina Ostrander, Project Manager
U.S. Army Corps of Engineers
Kansas City District
CENWK-PM-PR (Degradation Study)
601 E. 12th Street
Kansas City, MO 64106

Dear Ms. Ostrander:

Re: Scoping for the Environmental Impact Statement Supporting the Missouri River Bed Degradation Feasibility Study, Kansas and Missouri

Thank you for the opportunity to provide comments within the public scoping process for the Environmental Impact Statement supporting development of the Missouri River Bed Degradation Feasibility Study. The Feasibility Study will develop and evaluate a range of alternatives to address bed degradation, or down cutting, of the Missouri River which is affecting critical federal, state and local infrastructure. The Study is authorized by Section 216 of the Flood Control Act of 1970 which allows the U.S. Army Corps of Engineers to review completed navigation, flood control and water supply projects in which there have been significant changes in the physical or economic conditions from the time they were constructed. The Corps' Missouri River Bank Stabilization and Navigation Project, which is both affected by and contributing to river bed degradation, is being evaluated as the completed federal project under this authority.

Although the degradation of the river bottom has been measured throughout the lower river, bed loss within the Kansas City reach of the Missouri River, River Miles 357 to 410, has been particularly severe and has been accelerating since the 1990s. A high concentration of public-financed infrastructure, as well as private facilities on the river, creates an unacceptably high level of risk resulting from continuing bed degradation. In recognition of this combination of accelerating bed loss and a high density of structures at risk in this reach of the river, the Feasibility Study geographic scope was reduced from its original design of all river reaches from Rulo, Nebraska, to St. Charles, Missouri, to only those from St. Joseph, Missouri, to Waverly, Missouri.



The U.S. Environmental Protection Agency has attended local stakeholder meetings facilitated by the Mid-America Regional Council, as well as the March 11, 2014, Public Meeting held by the Corps, as a prelude to the initiation of the National Environmental Policy Act compliance process by the Corps. These meetings have been very helpful in providing information to EPA as we prepare to review the Draft EIS supporting the draft Feasibility Study. Please consider the following comments regarding our expectations regarding the construction and content of the expected DEIS.

Purpose and Need

Although we would expect that the DEIS will quite thoroughly characterize very well-known past, current and potential future impacts of continuing bed loss to river-associated infrastructure as part of constructing the project's 'need' statement, we urge that the Corps also give comprehensive consideration to the project 'purpose' in its NEPA context. Specifically, it would be important for the Corps to explicitly state whether the project's purpose is to restore previously lost bed elevation in the target reach, to halt further bed loss or to only reduce the rate of future bed loss. In addition, the DEIS should identify the intended extent of project effect, i.e., restoration/retardation/termination of bed loss in all or only some of the reaches within the geographic scope.

Affected Environment and Geographic Scope

Although it is our understanding that the Corps, early in the project development process, narrowed the geographic scope of alternatives development based on both the density of affected infrastructure and the severity of bed loss in this reach, it is important to recognize that the DEIS should characterize the affected environment and assess for impacts resulting from project construction and operation more broadly. As described in the 2009 Reconnaissance Study, the scope of impact of this bed degradation condition extends throughout the lower Missouri River below Gavins Point Dam, linked to several potential causes including the reservoir system and the Missouri River BSNP. Further, we would expect the possible extent of project impact to be measured well into the middle reaches of the Missouri River downstream of Waverly. Sediment which is retained in and no longer moving through the metropolitan Kansas City reach as a result of project construction will be unavailable for deposition downstream, possibly limiting the formation of important river habitat, e.g., shallow water habitat.

In characterizing the affected environment, the DEIS should address all possible sources contributing sediment for transport and deposition by the river. There are several commonly understood sources of sediment load moving through large floodplain rivers. The DEIS should comprehensively characterize these sources, their relative importance in contributing sediment to the river system, changes to these relative contributions over time and the impact of these and future changes to sediment transport and deposition on the sustainability of each alternative. Sources of sediment to the river sediment load include:

- the floodplain (long-term storage);
- sloughing river banks;
- depositional areas within the river channel (short-term storage);

- consolidated deposits within the river bed itself ; and
- other rivers tributary to the Missouri River.

Given the scope of alternatives development adopted by the Corps, we would expect that sediment contributions from the Kansas River to the Missouri River would be a major component of this characterization, including relative changes in those contributions over time with changes in the Kansas River watershed and the regulation of commercial sand and gravel dredging. The Corps is currently initiating the development of an EIS supporting the issuance of regulatory permits to commercial dredgers on the Kansas River.

The DEIS should also characterize the impact on sediment load of actions which either prevent access to sediment sources (e.g., reservoirs, absence of high flow events, bank armoring, levees) or enhance bed scouring which exacerbates loss (e.g., river training structures, commercial sand and gravel dredging, navigation dredging).

Optimally, this assessment would include a comprehensive sediment budget for the lower Missouri River. Given the complexities of estimating the sources, transport and fate of the many fractions of sediment load and sediment type, we would not suggest that the absence of a sediment budget should delay the effort to control further bed loss. However, we believe that until that budget is developed, solutions to bed loss will be largely only ‘best estimates,’ have only temporary effect and might ultimately transfer the problem from one river reach to another.

Range of Alternatives

The Corps should carefully consider how it defines and designs its “no action” alternative. Inclusion of this alternative among the range of alternatives is required by Council on Environmental Quality regulations. CEQ’s guidance provides for alternative approaches to defining this alternative and its definition could affect the robustness of project assessment. Defining “no action” as a complete absence of any action by the federal government might be defined as excluding further maintenance of river training structures and future federal response to on-going infrastructure damage. Philosophically, this approach provides for the most robust range of possible alternatives, distinct separation between alternatives and “sharply defines the issues and provides for a clear basis for choice among options by the decision maker” (40 CFR 1502.14). Alternatively, allowing for the “no action” alternative to include both necessary instance-specific federal responses to bed loss impacts and continued maintenance of river training structures might mask the increased risk of “no action” and the increased benefits of project implementation. Regardless, we do want to emphasize that the construction of the “no action” alternative does have real effects on the robustness of the range of alternatives by affecting the contrast between and separation among alternatives.

The range of alternatives should include alternatives which might be composed of several components addressing both those actions which preclude access to sediment and those actions which remove sediment from the system. Specifically, we would expect alternatives to include:

- changes to river training structures;
- removal of bank armoring in specific locations within and outside the St. Joseph to Waverly reach;
- reductions in the quantities of sediment commercially dredged within and upstream of this reach; and
- improved access to floodplain deposits under higher flows.

This robust range of alternatives enhances the NEPA analysis and supports the selection of the Corps' preferred alternative.

The range of alternatives should include actions which the Corps determines might slow or eliminate bed loss even if the Corps believes those actions are outside their existing authority and which would require Congressional action. CEQ regulations (40 CFR 1502.14(c)) require this comprehensive and rigorous evaluation of reasonable alternatives and CEQ specifically provides for this robust evaluation in its guidance (Forty Most Asked Questions, CEQ, Question 2b). The assessment of a robust range of reasonable alternatives and the impacts associated with their implementation is the foundation of the NEPA process and real or perceived legislative or operational limitations which affect the scope and reach of the Feasibility Study should not be used to limit the robustness and rigor of the NEPA analysis itself. A comprehensive examination of what is required, regardless of existing Corps authorities, for the sustainable management of bed loss through this portion of the Missouri River will provide for and support public discourse over the impacts of federal management of the Missouri River. It is worthy of consideration that it might not be rational to continue to insist that all authorized purposes can be supported in all reaches. Consistent with the spirit of NEPA, the public must know and understand the assumptions and any limitations which shape, complement and constrain the effectiveness of the proposed project. This is the transparency envisioned within NEPA.

In evaluating each alternative, we would like to strongly emphasize that the DEIS address the sustainability of each alternative. Evaluation of long-term performance among the alternatives and the need for more or less continual maintenance should affect the suitability of each alternative.

Environmental Consequences

The DEIS should address how the effectiveness and long-term viability of the alternatives could be affected by potential changes in precipitation patterns and hydrology resulting from regional climate change. Specifically, the DEIS should describe how projected changes in precipitation patterns and hydrology might affect alternatives performance in concert with possible changes in how the river will be used by the public. For example, declines in river stage caused by lower flows during different seasons could affect the ability of utilities to access water despite actions to halt or reverse bed loss.

Thank you for the opportunity to provide comments early in the process of preparing the EIS supporting the development of the Missouri River Bed Degradation Feasibility Study. We look forward to working with the Corps and your other Federal, State and local partners and the public through our NEPA and Clean Air Act, Section 309 responsibilities, in developing an EIS which comprehensively characterizes

the Missouri River environment, assesses all impacts and effects and provides a robust range of reasonable alternatives from which the Corps will identify its recommend plan. We request that preparation of this DEIS be actively coordinated with the preparation of the Corps regulatory program's DEIS supporting issuance of permits governing commercial sand and gravel on the Kansas River. If you have any questions regarding these comments and for continuing contact regarding the development of the DEIS, please contact Larry Shepard at 913-551-7441 or shepard.larry@epa.gov.

Sincerely



Jeffery Robichaud
Deputy Director
Environmental Services Division

cc: Brad Horchem, WWPD/WPIB/WWSP

PUBLIC SCOPING COMMENTS FROM PAUL M. LING, KANSAS CITY POWER & LIGHT

From: [Form Processor](#)
To: [Lesley Rigney](#)
Subject: MO River interest form
Date: Monday, March 31, 2014 4:35:28 PM

~~~~~  
Form Name : MO River interest form  
Date Submitted : 03/31/2014 16:11:02 PM  
~~~~~

Name:
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State:
MO

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64141

Upload documentation to support your comment.:

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Options:

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As a project partner, Kansas City Power & Light Company (KCP&L) supports the US Army Corps of Engineers completion of the Missouri Riverbed Degradation Study to assess riverbed degradation between Rulo, Neb., and St. Louis, Mo., focusing on the stretch of river in the Kansas City area, where degradation is the most severe. It is important that the study be completed to determine the causes of degradation, explore how future degradation can be prevented, and recommend ways public infrastructure can be protected. The ultimate implementation of the selected alternative is vital to protecting the viability of KCP&L's cooling water intake structures for its generating facilities located on the river. Thank you for the opportunity to comment.

-END-