

1. Administrative Details

Proposal Name: Lower Missouri River Study

by Agency: Port Authority of Kansas City Missouri

Locations: KS,MO,NE

Date Submitted: 08/21/2018

Confirmation Number: 226be241-a2c1-4d7e-bd58-30b805ac2a82

Supporting Documents

File Name	Date Uploaded
Signed support letter..pdf	08/21/2018
Lower Missouri River Map V2.pdf	08/21/2018

2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

Sponsor	Letter of Support
Port Authority of Kansas City Missouri dba (Port KC)(Primary)	Port KC, located along the banks of the Missouri River in Kansas City, Missouri, is granted broad governmental and business enterprise powers for the purpose of promoting economic development and job creation. One power is to promote the full integration of multi-modal transportation assets to increase commercial opportunities locally, nationally and internationally. Port KC fully supports the proposed feasibility study to evaluate the function and efficiency of the Bank Stabilization and Navigation Project (BSNP) and navigation system on the Missouri River for the future benefit of the region and the nation.
No Data	Attached
No Data	Attached

3. State if this proposal is for a feasibility study, a modification to an authorized USACE feasibility study or a modification to an authorized USACE project. If it is a proposal for a modification, provide the authorized water resources development feasibility study or project name.

Feasibility Study

4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

The study would evaluate the function and reliability of BSNP and navigation system. Recent engineering analysis conducted with the benefit of data some 40 years post construction indicate that system reliability downstream of Kansas City needs to be improved. Hydraulic and other engineering analysis would be conducted to determine the nature of construction improvements and/or increased maintenance measures that would be needed. Working in concert with the State agencies, port authorities, and stakeholders, the study would evaluate and recommend improvements to the system to increase navigation use and benefits. The study would make use of the resources and information of navigation users, Missouri Department of Transportation (MoDOT), U.S. Department of Transportation, and economic development agencies to evaluate and report on current and future conditions that would be conducive to improved navigation use. Evaluation of port and transportation studies will be conducted and incorporated as appropriate. The study would include reauthorization of the project, including design parameters. The study can also include improved maintenance practices, priorities, and funding recommendations. Working with stakeholders and navigators, the latest in port and barge technology could be evaluated to help define needs for future navigation on the river. Finally, the study would look at how the flows off of the Missouri River influence navigation on the Mississippi River.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
Study	\$1,500,000	\$1,500,000	\$3,000,000
Construction	\$0	\$0	\$0

Explanation (if necessary)

6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

Construction and maintenance improvements to the BSNP will improve efficiency and effectiveness of the navigation structures including during extreme flow events and induce increased use and benefits. The economic benefits from increased freight movement and cost effective transportation to the agricultural community as well as the movement of consumer goods by specially designed vessels will enable the Missouri river and region to develop as a major transportation hub and manufacturing center. MoDOT has forecast there is increasing demand in the market for use of the BSNP and it could double over the next 15 years in tonnage. With construction improvements to the project and resultant performance improvement it could realize improved usage up to 3 - 4 million tons per year providing approximately \$40 to \$90 million in average annual economic benefits, depending on type of commodities and market conditions. The project will help reduce congestion and wear the highway and road systems. Additionally the reduced emissions by redirecting long haul trucks to marine conveyances will reduce highway use and positively affect the environment. There are other beneficial purposes served by the BSNP including protection of lands, vital infrastructure and whole communities and life on the lower river. The study could also evaluate and document the various benefits provided by the BSNP that have not heretofore been enumerated or accounted. These include water supply, power supply, infrastructure sustainment and other benefit categories.

7. Does local support exist? If 'Yes', describe the local support for the proposal.

Yes

Local Support Description

Yes. There is huge support from federal, state and local representatives as well as transportation providers and freight interests. During the last four years' navigation has steadily increased as terrestrial modes have impacted by increased volume and regulation. In the last four years there has been a steady increase at the Port of Kansas City from thirteen thousand tons in 2015 to one hundred and nine thousand projected for 2018. Other terminals in the region combined with Port KC to move in excess of four hundred and fifty thousand tons of freight. This is the equivalent of twenty thousand truckloads removed off roads.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

Yes

Primary Sponsor Letter of Support

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Signed support letter..pdf

River Marine Enterprises, LLC



PO Box 1795
Paducah, KY 42002
(270) 534-5693

August 15, 2018

Colonel Douglas Guttormsen
Commander and District Engineer
Department of the Army
US Army Corps of Engineers
Kansas City District

ATTN: Planning Division
601 E. 12th Street, Suite 700
Kansas City, MO 64106

Dear Colonel Guttormsen:

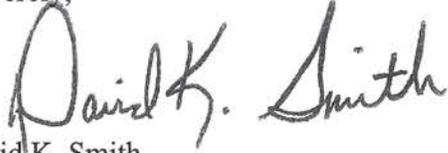
River Marine Enterprises, LLC is in full support of the Lower Missouri River Study being considered by Port KC and the Corps.

It is my understanding that the Corps conducted a review of the Lower Missouri channel in 2017 and determined that a more comprehensive study could enhance navigation and safety and also promote commerce on the Missouri River.

Barge tonnage on the Missouri has been steadily increasing in recent years and River Marine is pleased to be a part of this resurgence. With the reopening of the Port of Kansas City Port KC has led the way by opening not only the public port, but also in promoting private facilities in the Missouri Valley. This season is shaping up to be a strong year for tonnage on the Upper Missouri, with a projection of some 450,000 tons possible. The private terminal at Brunswick, MO on the Lower Missouri alone will add another 350,000 tons. The preponderance of this tonnage is transiting the Lower Missouri, and an adequate, dependable channel is a necessity. Additionally, new public port authorities and private facilities in areas such as St. Joseph, Boonville, and Jefferson City underscore the need for a reliable navigation channel on the Lower Missouri River.

Again, we fully support this study and hope that it will help to continue the growth of navigation on the Missouri that we have seen in the past few years.

Sincerely,

A handwritten signature in black ink that reads "David K. Smith". The signature is written in a cursive style with a large, prominent initial "D".

David K. Smith
General Manager

Master of Towing Vessels Upon Western Rivers
License No. 432856; Issue No. 9



August 6, 2018

Colonel Douglas Guttormsen
Commander and District Engineer
Department of the Army
U.S. Army Corps of Engineers
Kansas City District

ATTN: Planning Division
601 E 12th St. Ste. 700
Kansas City, MO 64106

Dear Colonel Guttormsen:

U.S. Minerals, Inc. supports Port KC and the US Army Corps of Engineers for the "Lower Missouri River Study".

In 2017, the U.S. Army Corps of Engineers conducted a review of the lower Missouri river navigation channel to see if the function of the BNSF and navigation system was performing to the initial engineering design. From this review it has been determined that a more comprehensive study would enhance navigation, safety and promote commerce on the Missouri river.

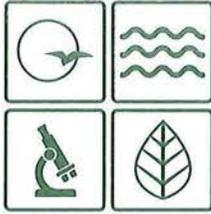
In the past few years, with the reopening of the Port of Kansas City there has been a resurgence in waterborne commerce on this waterway. Port KC has led the way in not only opening the public port but has assisted in the promotion of several private terminals in Nebraska, Kansas and the Kansas City area. In 2018 projected tonnage from Omaha NB to Lexington MO is expected to reach 450,000 tons, this figure along with Brunswick MO private terminal tonnage of 350,000 tons has a large impact on the region's economy. New public port authorities and terminals in St Joseph, Boonville and Jefferson City also highlight the need for safe and efficient navigation.

We fully support this study and hope with its conclusion that navigation will once again be preeminent on the Missouri River.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Johnston", is written over a printed name and title.

Michael J. Johnston
President & CEO



Missouri Department of dnr.mo.gov

NATURAL RESOURCES

Michael L. Parson, Governor

Carol S. Comer, Director

August 16, 2018

Colonel Douglas Guttormsen
Commander and District Engineer
Department of the Army
U.S. Army Corps of Engineers
Kansas City District

ATTN: Planning Division
601 E 12th St. Ste. 700
Kansas City, MO 64106

Dear Colonel Guttormsen:

In 2017, the U.S. Army Corps of Engineers (Corps) conducted a review of the lower Missouri River navigation channel to determine whether the function of the Bank Stabilization and Navigation Project (BSNP) is performing up to the initial engineering design specifications. From this initial review it was determined that there were structural deficiencies present, but a more comprehensive study would be beneficial to better understand the existing conditions and challenges facing Missouri River navigators. Therefore, Port KC and the Corps are submitting a Section 7001 proposal to examine the hydrological and structural components of the lower Missouri River in efforts to understand the deficiencies of the BSNP, to study methods to enhance use, and to improve reliability and safety for navigation on the Lower Missouri River.

The Missouri Department of Natural Resources fully supports the Section 7001 Lower Missouri River Navigation improvement study as submitted by the Port KC and the Corps.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

Dru Buntin
Deputy Director



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SAM GRAVES
6TH DISTRICT, MISSOURI

11724 NW PLAZA CIRCLE, SUITE 900
KANSAS CITY, MO 64153
(816) 792-3976

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WASHINGTON, DC 20515
(202) 225-7041

Congress of the United States
House of Representatives
Washington, DC 20515-2506

411 JULES STREET, ROOM 111
ST. JOSEPH, MO 64501
(816) 749-0800

906 BROADWAY, P.O. BOX 364
HANNIBAL, MO 63401
(573) 221-3400

August 27, 2018

Colonel Douglas Guttormsen
U.S. Army Corps of Engineers
Kansas City District
601 East 12th Street, Suite 700
Kansas City, MO 64106

Dear Col. Guttormsen:

I am writing in support of the proposed Lower Missouri River Study.

In 2017, the U.S. Army Corps of Engineers conducted a bed degradation study of the lower Missouri River navigation channel to see if the function of the Bank Stabilization and Navigation Project (BSNP) and the lower Missouri River navigation system was performing to the initial engineering design. This review determined that a more comprehensive study could enhance navigation, safety and promote commerce on the Missouri River. The Lower Missouri River Study would evaluate the function and reliability of BSNP and navigation system. Recent engineering analyses indicate that system reliability downstream of Kansas City needs to be improved. Working in concert with the State agencies, port authorities, and stakeholders, the study would evaluate and recommend improvements to the system to increase navigation use and benefits.

The past few years have seen a resurgence in river traffic on the Missouri River. In order to maintain that momentum, further study of the river structures is a necessary step. I believe that this study is worth the time and effort of the USACE Kansas City District. In addition, I would ask that you keep my office informed of the progress of the proposal and notify me when a decision regarding the proposal is made.

If you have any questions, please feel free to contact Josh Hurlbert in my Kansas City District office (816) 792-3976 or Josh.Hurlbert@mail.house.gov.

Sincerely,



Sam Graves
Member of Congress

Map Document

(This is as uploaded, a blank page will show if nothing was submitted)

Lower Missouri River Map V2.pdf



US Army Corps
of Engineers
Kansas City District

Lower Missouri River

