

Appendix D – Coordination

1 KRNP MANAGEMENT AND COORDINATION WITH THE STATE OF ILLINOIS

1.1 LAKE SHELBYVILLE AND CARLYLE LAKE

Lake Shelbyville (Kaskaskia River mile 197.9) and Carlyle Lake (Kaskaskia River mile 94.2) are multi-purpose flood control reservoirs on the Kaskaskia River located upstream of the study areas. They are regulated in conjunction with one another to provide joint-use storage water for low flow augmentation for navigation through the Kaskaskia River Navigation Project (KRNP), as needed, in addition to their other authorized purposes.

1.2 KRNP AND RELATED LAND MANAGEMENT

Congress authorized the KRNP in the 1962 River and Harbors Act (PL 87-874). The project included construction of a lock and dam (Jerry F. Costello Lock and Dam) and maintenance of a nine-foot navigation channel from its mouth, upstream to Fayetteville, Illinois (36 miles), that shortened the natural river distance from Fayetteville to the river mouth by approximately 14 miles. USACE purchased 433 acres in fee title, 2,465 acres for operational easements, and 3,496 acres in flowage easements. This land was acquired by the IDOT and transferred to USACE. A permanent flowage easement for the KRNP covers a great deal of the study area for this study adjacent to the north and south oxbows (see Appendix F – Real Estate Plan).

The WRDA of 1996 authorized fish and wildlife conservation and habitat restoration as a full project purpose for the KRNP. Later, the WRDA of 2000 authorized recreation as a full project purpose.

The KRNP was operated as a separate lock and dam project until it was included under the management of the USACE Rivers Project Office in 1988. As of 2000, management of the KRNP was combined with the Carlyle Lake project office.

The State of Illinois owns approximately 17,000 acres adjacent to the navigation pool known as the Kaskaskia State Fish and Wildlife Area, and has complete control over the use and development of these lands. Primary responsibility for the management of these lands lies with IDNR, which manages the lands for fish and wildlife management purposes and economic development. The development of any facilities on these lands requires permits from the State of Illinois, the USACE St. Louis District, and KRPD.

1.3 1978 KASKASKIA RIVER NAVIGATION PROJECT LAND AND WATER USE MASTER PLAN

In 1978, the Kaskaskia River Navigation Project Land and Water Use Master Plan was developed with collaboration between the federal and state agencies. This document addressed the expected or anticipated uses and needs of the lands acquired by the State of Illinois that were adjacent to the Kaskaskia River; specifically, those lands that may be utilized in the future for industrial or recreational purposes. The lands were classified into seven land use categories including industrial, recreational, and wildlife/resource management areas. Management of the lands was divided between USACE for land required to maintain a navigable waterway, KRPD for management of industrial sites and uses, and the Illinois Department of Conservation (then

under IDOT, now known as IDNR) for management of remaining land, “until such time a higher use for those areas is determined upon application to IDOT.”

Note that the Kaskaskia River Navigation Project Land and Water Use Master Plan is not the same as the Kaskaskia River Project Master Plan, which guides and articulates USACE responsibilities related to the KRNP and was most recently updated in 2018 (USACE, 2018).

1.4 1990 PERMANENT MANAGEMENT AGREEMENT

On February 9, 1990, a Permanent Management Agreement titled the “Kaskaskia Lands Management Agreement” was entered into between IDOT and the Illinois Department of Conservation (now known as IDNR), which adopted certain policy statements pertaining to the use and management of State-owned lands as set forth in the Kaskaskia River Navigation Project Land and Water Use Master Plan. The Kaskaskia Lands Management Agreement contained in pertinent part the following:

These State-owned lands along the Kaskaskia River may be transferred from Multiple-Use Management Category to a different use by written approval from “Transportation” [IDOT] in accordance with the land use reclassification procedure outlined in the Land and Water Use Master Plan. *Title to the Multiple-Use Management/Prime Industrial Option lands may be transferred to the Kaskaskia Regional Port District by “Transportation” with notice given to “Conservation” when such land is found necessary for a commercial port related development. (Emphasis added.)*

The Water Resources Division of IDOT and its responsibilities were transferred to IDNR in 1995; subsequent coordination and engagement about this agreement were then handled by IDNR’s Office of Water Resources (OWR). Lands near Fayetteville (128 acres) were transferred to KRPD from IDNR in 2012 based on this agreement; the transfer was requested by KRPD and processed through the Director of OWR.

The 1990 Kaskaskia Lands Management Agreement calls for an annual joint coordination meeting for the four agencies (USACE, KRPD, IDOT, and IDNR) to discuss the upcoming needs and issues of the respective agencies in conjunction with development of the Kaskaskia River and the lands adjacent thereto:

On an annual basis, in January of each year hereafter, the Corps of Engineers, Kaskaskia Regional Port District, “TRANSPORTATION” and “CONSERVATION” will meet to discuss proposed programs or plans for the coming year by each agency. This will act as the review process for all concerned agencies. Tracts of State owned land leased by “CONSERVATION” to a third party under this Indenture will be reviewed at this time to ensure that these sites will likely not be required by another agency prior to the next annual meeting. It will be the responsibility of “TRANSPORTATION”, the Corps of Engineers and the Kaskaskia Regional Port District to notify “CONSERVATION” prior to or during the annual meeting of their anticipated needs of State owned land in order

that third party leases, if any, may be cancelled or terminated by "CONSERVATION". It is understood that emergency or unforeseen events may sometimes develop. "CONSERVATION" will continue to structure their leases so that they may be cancelled on short notice if the land is needed for the project.

1.5 DREDGE MATERIAL PLACEMENT COORDINATION

The site identified as DD-2 in this study was prepared as a placement site for the KRNP. The placement area was already established when USACE finalized the channelization of the lower 36 miles of the Kaskaskia River in 1974. DD-2 is identified as a dredged material placement site for the KRNP in the 1975 Final Environmental Statement for the navigation project (Exhibit 1-3) (USACE, 1975).

Senate Document No. 44 (1961) is referenced in the 1962 River and Harbors Act (U.S. Government Printing Office, 1961). Included in the document is a Report of the Board of Engineers for Rivers and Harbors, which recommended that local interests "provide all lands, easements, and rights-of-way required for construction and maintenance of the project... including suitable areas... for initial and subsequent disposal (placement) of spoil". Note: Senate Document No. 44 recommends designs different to the final KRNP, such as a 200 ft wide channel; the final Kaskaskia Navigation Project is a 225 ft wide channel.

A June 1988 Memorandum of Agreement (MOA) between USACE and the State of Illinois requires the Illinois Department of Public Works and Buildings to enter into an agreement with the federal government containing the conditions of local cooperation specified in Senate Document No. 44, including the provision to USACE of real estate interests for placement areas and the embankments necessary for placement of sediment to USACE (Memorandum of Understanding Between the U.S. Army Engineer District, St. Louis and the State of Illinois, Department of Public Works and Buildings for the Kaskaskia River Navigation Improvement Project, 1964).

USACE Regulatory Branch has provided permits (e.g., from 2002 and the most recent 2016) related to maintenance of the KRNP. A permit from 2002 includes the Kaskaskia River Spoil Site Management Plan – New Athens to Fayetteville Reach (April 2002); it only covers the river from New Athens to Fayetteville which does not include the reach with KRPD#2. However, it does state that IDNR is generally responsible for ownership of placement sites for use by USACE for maintenance dredging for the KRNP, and that "DNR in turn has entered into an agreement with the Kaskaskia Regional Port District to provide the spoil site capacity for the project" and subsequent maintenance of the spoil sites (USACE, 2002).

1.6 COORDINATION BETWEEN KRPD AND IDNR ON LANDS AT THE NORTH OXBOW

KRPD wishes to pursue expansion of KRPD#2 to the north oxbow, including the development of new facilities for tenants. This study explores measures at the north oxbow that would be located on land currently owned and managed by IDNR, including real estate interests needed for the new dock, disposal area DD-3, mouth widening, and fleeting areas FL-4 and FL-5. Future development at the north oxbow with and without a federal project is relevant to the

assumptions in this study, so the study team worked to coordinate with KRPD and IDNR about the constraints and considerations involved with KRPD's potential acquisition of these lands either with this CAP 107 project or on their own.

After the initial inquiry by a new potential tenant at KRPD#2, USACE, KRPD, IDOT, and IDNR met at an Annual Joint Coordination Meeting in March 2021. There had previously been numerous other discussions regarding the prior agreements between the various agencies and their interpretation related to the transfer of land to KRPD. There has been no update to the 1978 Kaskaskia River Navigation Project Land and Water Use Master Plan. KRPD has noted that the proposed land uses in the plan were based on conditions and expectations at the time, but that conditions have changed since 1978 and the plan is out of step with current needs for the river. The land south and west of the north oxbow is currently designated in the 1978 Kaskaskia River Navigation Project Land and Water Use Master Plan as Recreation-Intensive Use (**Figure 1**).

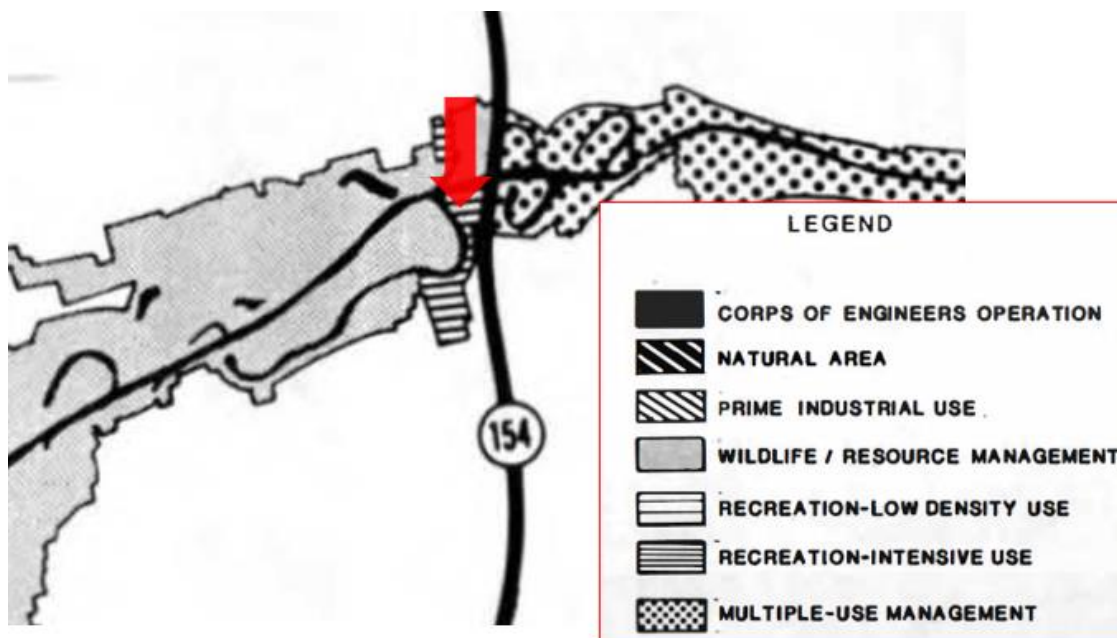


Figure 1. Excerpt from the 1978 Kaskaskia River Navigation Project Master Plan - Proposed Land Use Map Showing the North Oxbow

IDNR's management is bound by various existing agreements, statutes, regulations, policies, and plans including but not limited to the following:

- 1990 Kaskaskia, Land Management Agreement
- Kaskaskia River Fish and Wildlife Area Master Management Plan
- Kaskaskia River Navigation Project Land & Water Use Master Plan
- The Kaskaskia River Watershed and Basin Act (615 ILCS 75/1)
- The Kaskaskia Regional Port District Act (70 ILCS 1830/14)

- The Illinois Hunting Heritage Protection Act (520 ILCS 30/15)

Also applicable are state and federal statutes and regulations on wetland protection, and historical and cultural preservation and consultation. IDNR may not transfer, convey, or exchange, land in any manner that is inconsistent, or in conflict with, the purposes for which the lands were acquired per the Kaskaskia River Watershed and Basin Act (615, ILCS 75/1).

In January 2024, USACE, IDNR, IDOT, and KRPD met virtually to discuss the possibility of transferring certain real estate interests at the north oxbow from IDNR to KRPD. The background information in the previous sections was described, and KRPD asked IDNR for an opinion on IDNR's willingness to conduct this transfer. Following the meeting, IDNR provided a letter indicating IDNR's willingness to continue to work with KRPD to reach an agreement on pertinent parcels pending further review later in the study. Subsequently, the study team screened the north oxbow alternatives from consideration due to the economic benefits analysis (i.e., the screening was not related to real estate coordination). KRPD plans to continue coordination with IDNR about the north oxbow lands independently.

2 PUBLIC MEETINGS

2.1 PUBLIC SCOPING MEETING JUNE 22, 2023

The Public Scoping Meeting in June 2023 was announced via several methods including mailings to owners/tenants at the north oxbow, emails to wildlife and recreation groups, social media posts, and a press release sent to local media. Invited individuals and organizations included:

- Landowners and tenants adjacent to the north oxbow
- Lower Kaskaskia Stakeholders, Inc.
- Delta Waterfowl Foundation
- Lower Kaskaskia Migratory Waterfowlers Association
- Kaskaskia River Boat Club

The meeting was well attended by the public, multiple interest groups including recreational groups, and IDNR; approximately 60 people were in attendance. KRPD spoke first on their current and future plans for the development of the KRPD Terminal 2 port facility near Baldwin, Illinois, and shared their plans for expansion and a potential new tenant. USACE then presented on the feasibility study and its focus on efficiency of navigation, and measures identified for evaluation in the two oxbow side channels in the study area. These measures include channel dredging, fleeting areas, a turning area, dredge disposal areas, a dock, and bank stabilization. After presenting on the intent of the project, USACE and KRPD representatives invited attendees to provide input on comment cards and made themselves available to talk with attendees one-on-one. In these discussions, USACE personnel heard opinions both for and against the planned development and increase in shipping at the port terminal. A handful of comment cards were filled out on the night, and several more comments were received later for a total of 20 comments. A project email address was also provided.

Future outreach to the community will occur at the next public meeting when the Draft Report is released for public comment.

2.1.1 Photo from meeting



2.2 COMMENTS RECEIVED

2.2.1 Public Scoping Meeting Comments Received and Responses

Twenty (20) written comments were received following the June 2023 Public Scoping Meeting. They were almost all regarding the north oxbow; no written comments were received regarding a USACE project at the south oxbow or the existing KRPD#2 facility. The comments can be approximately categorized by tone: 14 negative/against development at the north oxbow, 3 positive/for development at the north oxbow, and 3 neutral (neither positive nor negative, usually consisting of questions). The negative comments highlighted the following major concerns: impacts to fish, wildlife, and hunting, increased boat traffic causing safety hazards to recreational boaters, increased noise, impacts to bank stability, and loss of use of lands that have been in some families for decades/generations. The positive comments highlighted the importance of improvements in navigation and benefits to jobs and the economy.

The comments are organized by theme, and the study team's responses are provided below each comment.

Negative/against development at the north oxbow

#1: The two lots that we own have been in my family for 3 generations we don't want to go anywhere. Its very special to us.

Response: Thank you for your comment; it has been taken into consideration.

#2: No Way

Response: Thank you for your comment. It has been taken into consideration.

#3: The Day Use area and surrounding areas of the Kaskaskia river has been a viable wintering area for waterfowl, migrating birds, birds of prey, as well as other wildlife for decades. Taking this area away and/or manipulating surrounding area will prove to be major destruction of wild life habitat. Furthermore, without replacement of wetland areas destroyed it will continue to harm wintering and breeding areas of protected bird species. Not to mention the increase in barge traffic that will surely cause casualties of boaters of all kinds.

Response: Thank you for your comment. It has been taken into consideration.

#4. This is not good for all habitat that is there. This is a refuge. Also the protected animals that this is disturbing, pygmy Rattle Snakes, eagles nest. The extra traffic on the river, it can barely sustain regular boat traffic, it will destroy deer hunting, duck hunting, fishing, boating, all wildlife.

Response: Thank you for your comment. It has been taken into consideration.

#5: What about all of the wildlife habitat? What about the eagles and pygmy rattlesnake? This is terrible and I am firmly against this.

If constructed, the project would be required to be in compliance with the Endangered Species Act, Fish and Wildlife Coordination Act, Migratory Bird Treaty Act, and Bald and Golden Eagle Protection Act. Thank you for your comment; it has been taken into consideration.

#6: Bad idea.

Response: Thank you for your comment. It has been taken into consideration.

#7. This idea need some new thinking. The hunting and nesting grounds here will not be able to be replaced. If this cannot be replaced then the project should fall through.

Response: Thank you for your comment. It has been taken into consideration.

#8: Not in favor of this at all. Wildlife will lose, sportman will lose. The net lose for all will be greater than the ones who win, I am not in favor of this at all.

Response: Thank you for your comment. It has been taken into consideration.

#9: My name is [REDACTED]. My boyfriend of 3 yrs is [REDACTED]. I've known him most of my life. He is one of the property owners that will be affected by the KRPD terminal 2, North Oxbow project. He has owned this property for over 30 years. He has slowly purchased lots connecting the original property when they became available, even buying a lot from his dad. Every holiday we all get

together and spend the whole weekend at the clubhouse. We are able to park our campers there and walk down to the river, hop in the boat and spend the day on the river. Then come back and cook a nice meal and hang out and get up the next day and do it all again. During hunting season, [REDACTED] and his brother and friends all meet at the clubhouse. They cook breakfast and take the boats to their hunting spot and walk into the woods to their stands. They come back in the afternoon to have lunch then head back out. At the end of the day they meet at the clubhouse again to eat dinner and talk about their day. Their family and friends including myself have made many memories at this property. There is a wall of pictures in the clubhouse full of those memories. [REDACTED] hoped to build a house on that property one day and retire there and then pass it on to his son when he's gone. You can't find many properties on the river that don't flood and this one doesn't. Not even during great the flood of '93.

We attended the meeting at SWIC in Red Bud, IL on June 22, 2023. We heard Mr. Ed Weilbacher make the comment that "we're not taking someone's home" and no structures were being affected. That's a lie. [REDACTED]'s neighbor lives on the property next to his in a mobile home full time and he will be affected. While [REDACTED] hasn't built a home on his property yet, the fact is....his future plans for a home there are being affected. I know the people involved in this project will push forward regardless of our feelings and don't care about the memories or sentimental value of this property. It's just a stepping stone in the grand scheme being built, but I felt you needed to hear it anyway.

Now lets talk about the project. In particular, this investor/businessman that this whole project seems to revolve around and depend on. Russ Kingston, professed CEO of "Stag Specialty Steel, LLC." When we spoke with him at the meeting, he claimed to already have a plant by this name up and running in Indiana. Then why can't we find ANY record of him or this company? There was only a record of 2 with similar names with an extra "S" on the end (Stag Specialty Steels, LLC) that trademarked the name, but both have been abandoned. We also could find no record online of a Russ Kingston, CEO of said company. He proclaims that his new plant (if it is built) will produce 400 jobs where the "average worker", not the white collar jobs, will make \$100k per year. I call **** on that statement. I know people that work in Steel factories and foundries in Granite City and they don't make that kind of money. My son currently works at TMW and to make \$50k-\$60k a yr he has to put in a lot of overtime.

Mr. Weilbacher said that KRPD measures their success on "tonnage" going down the river. Mr. Kingston is promising to guarantee KRPD their "tonnage". Without Mr. Kingston's business, there's no need to build on the north oxbow. There's no need for another rail line. Perhaps all parties involved should do more research on Mr. Kingston and his business. Mr. Kingston said he hopes to be "shovel ready" for development in 12 months but we were told at the meeting there would be a public meeting in May 2024 when the draft report is released and final approval in Jan 2025. So how can he say shovel ready in 12 months?^A Nothing this guys says adds up. What an embarrassment it would be not only to KRPD, but the Army Corp of Engineers and to the Governor and lawmakers that granted the money for the project if he and this business turned out to be a fraud.

We were also wondering why it's so important to channel all of this traffic down the Kaskaskia river? Why not keep it on the Mississippi? Mr. Kingston said steel would come down the Kaskaskia to be offloaded to their plant, where it would be cut and rolled back up and barged back to the Mississippi and onto it's destination. WHY?? Where's the cost savings in that? Why not build his facility on the

main channel?^B It makes no sense. At least it didn't make sense until I read the comments on the information paper you passed out at the meeting that said "measures being considered include those that would be located BELOW the ordinary high water mark would be FEDERALLY funded and local service facilities which could be ABOVE the ordinary high water mark and would be funded by the SPONSOR." Is that the reason? You're looking for properties on the river that won't flood so the federal government can foot the bill instead of KRPD?^C And as I already stated, this property has never flooded.

Your information paper says KRPD is "at risk" of experiencing limitations on future capacity needs and has experienced a "significant increase" in tonnage. But during the meeting, we were told at it's peak in 1989 it moved 4.5 million tons and as of this year will move just under 2 million tons. So where's the "need" again???^D Oh yeah...we're back to Mr. Kingston.

There is a day use area down the road that people, myself included, have used for years for picnics and fishing. Your latest plans are to leave it alone. But who would want to use it with a conveyor running overhead, barges going in and out of the channel and cranes and trains making all that noise?

^E There's also an area currently used for dove and duck hunting on the other side of the day use area. When you do your environmental and social studies I hope those are taken into consideration.

In conclusion I just want to say we are not against progress. We are not against economic growth and jobs coming to our area. Over the years, we have heard about a lot of plans being made that never came to fruition. Including properties bought out by KRPD for big plans that never happened. I hope this is one of them.

Response to text at citation A above: Questions about timeframe of construction of Stag Steel facilities may be referred to STAG Steel and KRPD. The Tentatively Selected Plan (TSP) in this study does not include any project at the north oxbow; STAG Steel and KRPD may pursue a project at the north oxbow outside of this study.

Response to text at citation B above: The USACE St. Louis District is responsible for maintaining a navigation channel nine feet deep and 300 feet wide on 300 miles of the Mississippi River from Saverton, Missouri, to Cairo, Illinois. USACE is also responsible for maintaining a navigation channel on the lower 80 miles of the Illinois River as well as the lower 36 miles of the Kaskaskia River. Questions about potential STAG Steel locations may be directed to STAG Steel.

Response to text at citation C above: Authority for this project is provided by Section 107 of the River and Harbor Act of 1960, as amended, also referred to as Section 107 under the Continuing Authorities Program (CAP 107). Any "local service facilities" considered in this study, such as a new dock in the north oxbow, would be funded by KRPD (the Sponsor). Any "General Navigation Features" considered in this study, such as dredging the north oxbow channel, would be funded by 90% federal cost and 10% non-federal cost from KRPD. Section 3.3 in the main report has more information on cost sharing of measures.

Response to text at citation D above: Past and current tonnage information was provided by KRPD. Factors that influence past and current navigation tonnage may have included river water levels and flows, supply and demand, market conditions, barge availability, type of goods being shipped, etc.

Response to text at citation E above: Preliminary analysis of the north oxbow alternatives identified concerns related to noise, aesthetics, safety, and recreation, including impacts to the day use area, as shown in Section 3.6.2 of the main report.

Thank you for these questions and comments. They have been taken into consideration.

#10: KRPD Terminal 2 expansion that would be affected by realignment of the railroad tracks to accommodate STAG Specialty Steel LLC

First off Mr. Kingston CEO & STAG Specialty Steel LLC there is no information on a Dunn & Bradstreet report to identify the financial profile of Mr. Kingston or this company. On trademark details NANOTUFF & KINGSTONITE status is dead/abandoned – no statement of use on filed on June 28, 2021. On events it appears Mr. Kingston may have gone through US Bankruptcy Court. This business is considered inactive due to bankruptcy, merger/acquisition, or the inability to confirm active operations at any location.

Question 1 where is the financial support Mr. Kingston, STAG Specialty Steel LLC is getting to build this building and to purchase the machine for the process of Coil Finishing Facility led by CEO Mr. Kingston?^A

Question 2 is the US Army Corps of Engineers St. Louis District financing the building of the facility for STAG Specialty Steel LLC. Mr. Kingston CEO? Or is the Kaskaskia River Regional Port Terminal 2 financing the building of the facility?^B

Question 3 will STAG Specialty Steel LLC. & Mr. Kingston CEO be paying rent for the facility to either one of these entities or will Mr. Kingston own the facility?^C

Question 4 is STAG Specialty Steel Mr. Kingston signing on to a long-term rental and/or processing agreement with Kaskaskia River Regional Port Terminal 2?^D

Taxpayers have a right to get answers to these questions. With the number of finances that going into this expansion taxpayers have a right to know of the longevity of the operation not just to build it and they will come!

Mr. Kingston said the company will have the capacity to make Zero CO2 (carbon dioxide) emissions. This is a sevens step process from vendors, energy and finish processing. With Baldwin Power plant scheduled to be mothball and solar to be the replacement where will the power come from! These are some of the unanswered questions.^E

I have known Mr. Bierman for some 30 odd years and have fish, hunted, swim and camp at the property with my family and friends and other sportsmen. The natural beauty should be preserved as much as possible for the general public and the taxpayers for cost concertation of such a pristine area.

Response to text at citation A above: This determination is outside the scope of the study. Questions regarding STAG Steel may be referred to STAG Steel and KRPD. As the Sponsor of this study, KRPD will have to demonstrate financial capability for its portion of the cost-shared USACE project (for construction and necessary O&M). The Tentatively Selected Plan (TSP) in this study does not include any project at the north oxbow.

Response to text at citation B above: USACE is not financing the building of any STAG Steel facility. Financial arrangements between KRPD and STAG Steel as the potential tenant of KRPD would be confirmed outside the scope of this study.

Response to text at citation C above: According to KRPD, STAG Steel or the tenant at the north oxbow would own the building and lease the land from KRPD.

Response to text at citation D above: According to KRPD, STAG Steel or the tenant would sign a 20-year lease agreement with KRPD.

Response to text at citation E above: To the study team's knowledge, STAG Steel would produce its steel in the U.S. at a location in Louisiana and use KRPD2 for cleaning/processing of the steel and transloading between barge and rail/truck. Questions regarding power requirements or operations at the proposed facility may be referred to STAG Steel or KRPD.

Thank you for these questions and comments. They have been taken into consideration.

#11: I just wanted to say my family and friends are very dissapointed to hear that there is a proposal to build another dock off of Barry Road, it looks to me that the dock would be in our front yard, I just want to let you know we enjoy going to our clubhouse to celebrate every holiday weekend for the past 35 years. It would would geatly affect around 25 family and friends who camp at our property thtoughout the years. I also live across thehighway and am not pleased about the new factory, I am sure I wont be able to sleep at night in my 3.5 acre home that I have lived in since 1983 due to the noise, it is bad enough with TMW. Very sad, no hunting, fishing, swimming in the river, camping, pretty much would devestate our lives. Very dissapointed to lose our property that we can never replace, too many memories with family and friends. Please find another way to relocate trachs so we dont lose our property. Thank you.

Response: Thank you for your comment. It has been taken into consideration.

#12: For starters, we are having a hard time finding anything on STAG steel. W have found two (2) buisnesses where they have tried to start since 2017. Neither of those are functioning buisnesses today. Furthermore, I dont see where we need another steel facility, especially when we are bringing in Chinese steel. We should be more focused on American made producers. This move also appears that it is going to cut a fair amount of truck driving jobs. I would like to see more information on STAG STEEL. As for the property goes, this could all have been shifted to the day use area and left us all alone. As far as the day use area goes, thats another failure. You took several homes and club houses from people against their will to make a useless park. I have owned my property for well over thirty (30) years and never see a single soul at this park, ut yet we keep building new pavillions and bathrooms to just sit and rot. As far as my property goes, this is my life, my hunting, my fishing, my camping. Let alone, all my family has been raised at this location. Some people go on expensive vacationing, and i cant afford all that. So we go to the clubhouse. I know I cant stand in the way of progress, so my fair market value seems a little unfair when and if it happens. There will be millions made at this location. So my dreams of retiering st my property and living out my life on the river are over, seems like a shot in the heart. So i guess im 100% agains this chinese steel, truck driver jobs taking faciliy. Oh Yeah, and there is no way Russel is going to pay everyone 100K + per year like he

says, when other similar jobs pay 40 to 50. He is a liar and I hope and pray this facility never takes off. [signed] Resentful, [REDACTED].

Response: Thank you for your comment. It has been taken into consideration.

#13: First let me start off by saying that I understand the importance of the port as a economically importance to the region. What I have a problem with where they are proposing to put it this area is established as a wildlife refuge and has been for many years the Kaskaskia river is a main corridor for migrating birds of all kinds in spring and fall and area in the winter for migrating birds. Let me said this I have fish and hunted on this river for over 60 years and I see a high risk for potential loss to all people and wildlife if this port is place in this projected area of the river. Also let me add that I am a member of the MVDHI and we object the placement of this port being place in this area, we feel there other options on the river. Thank you.

Response: Thank you for your comment. It has been taken into consideration.

#14: Me and my daughter live in the trailer right next to your projected building site. I also own four lots on this side of Bowlin Rd, I would like to know If i am going to be bought out of my home and property. I do not want to live this close of proximity of the building site. Please get back to me with any information that would be helpful. [signed] Thanks, [REDACTED]

Response: Thank you for your comment. It has been taken into consideration. KRPD will coordinate and communicate with landowners at the north oxbow regarding any real estate arrangements since the Tentatively Selected Plan (TSP) in this study does not include any project at the north oxbow.

Neutral (neither positive nor negative; questions)

#15: With all the new traffic on the river what is going to be done to shore up the Banks?

Case in point the worst bank just north of horse creek is falling in now and nothing is being done?

Response: Bank stability within the study area is being evaluated as part of this study. Bank stabilization along the Kaskaskia River outside of this study area (including at Horse Creek, which is outside the study area), is outside the scope of this study.

#16: My concerns are at the mouth of the Horse Creek where the bank is falling in the river. People are loosing property and pavilions are about to fall in. We've lost so much lately and some areas we will have to change our road to get in. This is affecting quite a few residents all along the river. If we could get that bank Rep Rapped in would solve our problems and keep the river from silting in and affecting barge traffic.

Response: Thank you for your comment. Bank stabilization outside of this study area, including at Horse Creek, is outside the scope of this study.

#17: I own lots #1 and 2 on Barry Rd, right across from the day use area. I bought it in April 2023 with the intention of building a house, I've learned that I will have to sell my property, so now my plans are on hold. I don't have a problem telling, as long as the price is right, but I would like to do it quickly so I

can try to buy land somewhere else and build on. My plans were to be living there sometime this winter. But now everything is on hold.

Response: Thank you for your comment. It has been taken into consideration.

Positive/for development at the north oxbow

#18: I'm excited to see the positive developments that will arise from this meeting, as I believe the possibilities discussed could have a big economic impact on the region I'm proud to serve. I encourage members of the community to provide their feedback so that our federal, state, and local partners can work together to develop the best possible plan to strengthen long-term commercial navigation in the region, which will support jobs and attract new economic opportunities to the area.

Response: Thank you for your comment. It has been taken into consideration.

#19: This project is essential to the survivability of the river and port. Project with Russ [STAG Steel] is the best thing to come about economically for the Port District and the river in many years.

Response: Thank you for your comment. It has been taken into consideration.

#20: I was not able to attend the June 22 public scoping meeting and yet wanted to lend my support for the project. The Red Bud business community includes many manufacturing facilities and improving the port can only stand to benefit our businesses not only now but for many years to come.

Response: Thank you for your comment. It has been taken into consideration.

3 STATEMENT RECIPIENTS, PERSONS AND AGENCIES CONSULTED

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