

OZARK SIERRAN

One Earth

One Chance

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Navigation Expansion Plot Thickens

by Caroline Pufalt
Ozark Chapter Conservation Chair, ExCom

This story has nearly everything: endangered species vying for attention within a timid government agency; whistle-blowing public servants trying to protect the taxpayer; big corporate agribusiness extending their influence; politicians responding to that influence in shameless ways; civilian vs. military control; small farmers caught in the middle with few people paying attention to the real problems; transportation interests monopolizing to limit public options; global trade issues; a hungry world; environmentalists as a voice in the wilderness; and the mighty Mississippi rolling along.

BACKGROUND: The Army Corps of Engineers' system of locks and dams along the upper Mississippi was constructed to manage the river for navigation purposes. Over the years that system has been expanded and

upgraded to keep a nine-foot deep channel available for commercial navigation. All this paid for by the taxpayers with the benefit going toward agricultural and barge interests. Recently a barge gasoline tax was set aside to pay a portion of any future construction of the lock and dam system, but the balance of any construction and ongoing maintenance and operation is subsidized by the taxpayer.

Some agribusiness interests have expanded to include investment in the barge industry. International grain exports are an available market for American farmers, but only at rock bottom prices. Agribusiness interests such as ADM and Cargill may purchase their grain and ship it down the Mississippi for export as raw grain. Those businesses are doing well while many farmers are in crisis. Agribusiness argues that these exports are needed to feed the world's poor. But studies have shown that only very limited amounts of US grain are used to bolster the lives of the needy. More likely our grain is

used to feed livestock to meet the desire for meat mostly in Europe and some developing countries.

These agribusiness interests have argued that they need a faster transit time down the Mississippi to compete in the global market. They expect increased demands for grain and point to projects in Brazil and other countries that may turn rivers into navigation ditches to appease the interests of grain exporters abroad. And sometimes those interests are some of the same international agribusiness firms at work in this country!

They claim that the lock and dam system along the upper Mississippi and Illinois rivers needs to be expanded to permit larger barge fleets through the locks. Currently some fleets need to be broken down to pass through the locks and then reassembled. This, agribusiness claims, all takes precious time. Sometimes there is even a back up at the locks when more than one barge is waiting. This may happen rarely but an obvious solution is in scheduling arrival times. Right now barges operate on no schedule. But the companies complain that

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Clean Air Commission Holds Hearing on Proposal to Reduce NOx in

by Wallace McMullen
Ozark Chapter ExCom

Missouri's Clean Air Commission held a hearing at a recent meeting in Jefferson City on a proposed state regulation to improve the air we breath.

This dates back to the lawsuit which the Ozark Chapter filed in November, 1998, asking that the Environmental Protection Agency (EPA) classify St. Louis as a serious non-attainment area for air quality because its air quality is below the legal standard for its current classification. One result of this suit has the Missouri Department of Natural Resources (DNR) proposing a rule to limit emissions of nitrogen oxides from Missouri electric utilities. Nitrogen oxides (NOx) are nasty air pollutants which contribute to smog and acid rain and are precursor chemicals to the formation of ozone. So the planned limitation of NOx emissions is arguably one of the beneficial consequences of our air quality suit, particularly for the St. Louis metropolitan area.

(For more background on activity by the DNR Air Pollution Control Program and the lawsuit, see "New Developments in Missouri's Air Pollution Regulations" in the March/April

Ozark Sierran).

The new regulation will establish a limit of 0.25 lb. NOx emitted per million BTU's of heat input in the eastern third of Missouri, and a limit of 0.35 lb. NOx emitted per million BTU's for the western two-thirds of the state. This differential is proposed because the current ozone air quality problems are occurring in the eastern part of the state. (Memphis area emissions are threatening problems in the bootheel area, as well as what is occurring in St. Louis). In the proposed

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Return Service Requested

Water, Please

by Ron McLinden
Ozark Chapter Transportation Chair

It's summer again, and with summer comes increased consumption of liquid refreshment.

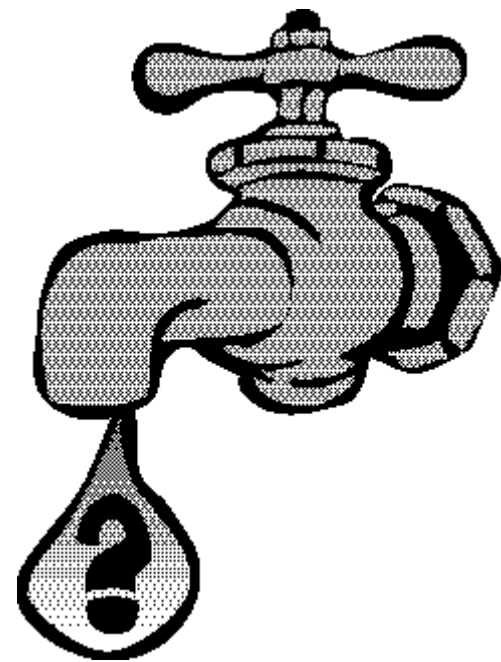
Our industrial economy has devised many ways of refreshing us. All of them involve parting with some of our money, and most of them involve "signing on" to a corporate identity or life-style image. The industrial beverage folks have even lured some people into displaying corporate logos on clothing and accessories, thereby making them extensions of corporate marketing programs. Along with all of this goes the cost — and waste — of packaging. Even "recyclable" aluminum, plastic, and glass containers impose a heavy burden on the environment.

Here's a radical suggestion, adapted from the writings of social philosopher Ivan Illich.

Resolve to consume more of your liquid refreshment in the form of water: plain old tap water, distilled or filtered if you prefer, with or without ice or a touch of lemon to your taste.

A couple of decades ago Illich invented the term "radical monopoly." Radical monopoly isn't found in the fact that Coke or Pepsi dominate the soft drink industry. Radical monopoly lies in the fact that an industrially-produced, artificially-colored, sweetened, carbonated, refrigerated, pre-packaged beverage has come to be regarded as the answer to the problem of thirst.

When we are thirsty, our bodies are asking for water. Just water. We don't have to give up soft drinks entirely. But this summer, just for a change, let's give our bodies more of what they are asking for in the form of just what they are asking for. Water. —



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Items for publication: Contact **Bob Sherrick** via E-mail at bjsherrick@aol.com or phone (816) 779-6708. **PRIOR TO SENDING**, for information on how to submit articles.

The editors reserve the right to edit articles! Material may be edited for length, content, or clarity. It is our job to help you communicate. If you have strong creative ownership of your writing, and wish to review your edited article before publication, consider your deadline 10 days prior to the published deadline. With notice, we will be happy to work with you.

Reproduction quality photographs (prints) or artwork are dearly welcome. Please send us photos...

OZARK SIERRAN

The published deadline is the real, honest-to-goodness, drop-dead deadline—not a couple of days or a week

later! Submissions received after the deadline are subject to the possibility they won't appear in the issue: you will feel bad and we will feel bad. Call us nasty, but we are determined this newsletter will come out on time!

The *OZARK SIERRAN* is produced on a Macintosh computer, so we strongly prefer to receive material electronically (E-mail), or on a Mac or PC disk (3.5"), WITH A HARD COPY OF THE TEXT. Typed articles are also OK (must be received a few days before the deadline). All submissions must include name, address, and phone number of the author. If you want your submission returned (including your disk), please include a SASE.

Hard-working, All-volunteer Editorial and Production Staff: Bob Sherrick, Editor; Keet Kopecky, and Claus Wawrzinek

Call for Chapter Executive Committee Nominations

Wanted: People committed to fighting for Missouri's environment by leading the Sierra Club's activities in the state.

Must plan on devoting several hours per week to the cause. Involves frequent communication by e-mail or phone to stay on top of current issues. Demands preparation for and participation in Sunday meetings held once every other month in January, March, May, July, September and November. Can include taking an office or committee chair position.

You decide Chapter direction and priorities by approving volunteer and staff activities, Chapter policies, membership activities and monetary fundraising and expenditures.

Contact Brian Alworth at bstorm@clas.net or (573)334-7978 any day prior to 8 p.m. to nominate yourself or others.

The Ozark Chapter Executive Committee and Missouri's environment thank you. ♻️

Dates You Need to Know

7/15

Chapter DnsCom meeting:
Cape Girardeau, Missouri
contact **Caroline Pufalt (314) 878-3165**

7/16

Chapter ExCom meeting:
Cape Girardeau, Missouri
contact **Keet Kopecky (816) 966-9544**

8/5

September/October Ozark Sierran Deadline
contact **Bob Sherrick (816) 779-6708**

Finally. A Grassroots Movement Dedicated to Grass!

by Sharron Gough
Lek Trek Chair

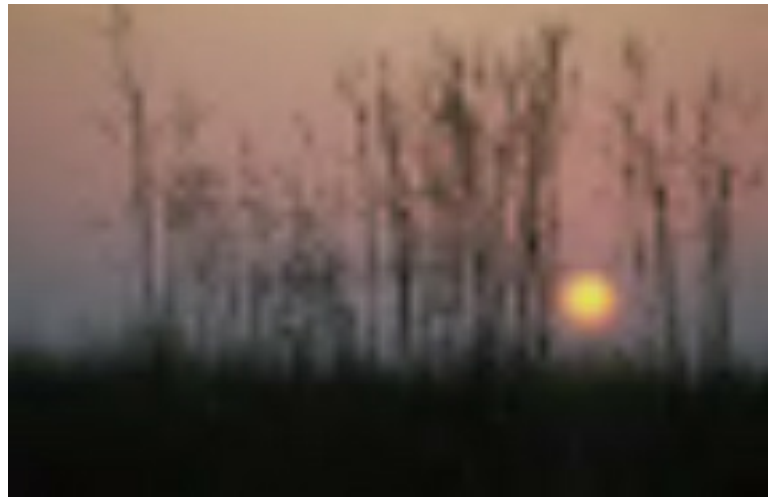
Grasslands have sometimes been referred to as the “silent resource.” If we think of it at all, we usually think of grass as lawns, cow food, a place to golf. Or the stuff that fills in the blanks between important items like cities, rivers, and forests. The role of grasslands as habitat, banks of biodiversity, and builders of rich soils, is vaguely understood at best. The Missouri Prairie Foundation hopes to make some improvements on that understanding. The “Silent Resource” is about to be given a voice.

Beginning July 21, the Foundation will sponsor the Lek Trek, a walk across the state to raise awareness of the importance of grasslands. “Lek” is another name for the booming grounds of the greater prairie chicken — a bird recently placed on Missouri’s endangered species list, and adopted as the campaign mascot. But the Lek Trek is not just a walk for prairie chickens. The Lek Trek is an effort to raise awareness of the many grassland species that are struggling to survive. It will help people understand why the preservation of wildlands is important to humans. And it will introduce to Missourians the Grasslands Coalition, a conservation group that provides assistance to landowners interested in improving grasslands.

Globally, one in eight plant species is in danger of extinction. Plant biodiversity is the primary source of our medicines, clothing, and shelter. It is also the source of the genetic diversity important to the long-term viability of our food crops. In the United States, 29% of our flora are in danger. Two-thirds of those species are close relatives of crop plants, bearing genetic material worth millions of dollars to agriculture, and potentially critical to the very survival of our crop plants. Sustaining the biodiversity of our wildlands — be they forest, desert or grassland — is vitally important if only from the standpoint of securing the safety of our own food sources.

Of all the biomes in the US, prairie has been the most altered. Once the agricultural potential of prairie soil was understood, it took less than one hundred years for a million square miles of prairie to become the bread basket to the world. Our native grasslands, consisting of over 600 species of plants, once covered 40% of the continent. Less than one percent of it remains today. In Missouri, less than one-half of one percent of the original tall grass prairie remains. And the species that depend on it for survival are struggling.

In the last thirty years, meadowlarks have declined by 55%. Bobolinks are down by 60%. Grasshopper sparrows are down by 80%. If the prairie chicken continues at its present rate of decline, the bird will be gone from Missouri by

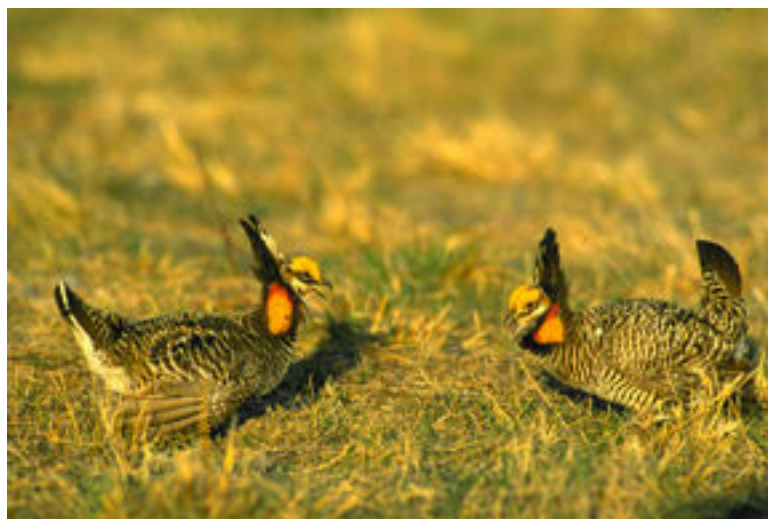


The sun sets on a Missouri prairie behind big bluestem, one of the dominant species of prairie grasses. Big bluestem can reach 12 feet in the air, and its roots have been found just as deep in the earth.

All Photos by Jim Rathert, Missouri Conservation Department photographer.



Despite their delicate appearance, pale purple coneflowers are resilient, like our remaining Missouri prairies.



Two male prairie-chickens face off on a “lek” or courtship ground. While their booming calls were once commonly heard on Missouri’s prairies, the prairie-chicken is now state endangered, with fewer than 1,000 birds in the state in 1999. If the present trends continue, the prairie-chicken will be gone from Missouri by 2005.

2005. Many factors contribute to the decline of grassland species. Some, such as farming practices in South America, or storms in the Gulf of Mexico during migrations, seem beyond our immediate control. Others, such as improved grassland and roadside management, are not.

The Grasslands Coalition is an alliance of Missouri’s natural resource agencies, private conservation groups, hunting groups, and landowners concerned over the loss of plant and animal species. The Coalition assists landowners with improving grasslands by providing manpower, funds, and technical information as needed. The Coalition has begun work in nine focus areas across the state, using volunteer work days, grants, and cost share

programs. However, few people know of the Grasslands Coalition, or the significance of their work. Hence, the Lek Trek.

The Lek Trek is 565 miles of opportunity to learn about grasslands. There are sixteen special events planned; one for each weekend of the walk. They highlight the importance of healthy grasslands to our culture, our economy, our wildlife and our long-term well-being. Event activities include Native American dance exhibitions, Prairie Days, hog roasts, Pioneer Days, settlers games, pioneer crafts, live music, square dances, ice cream socials, historical reenactments, storytellers, hayrides, parades, fairs, Grasslands Coalition exhibits, and presentations about prairie and grassland management.

The Lek Trek will also feature eighteen Learner Days, when naturalists will join the walk to share their knowledge of grassland species and ecology. Learner Days take place on public grasslands or along roadsides rich in prairie vegetation. Presentations on prairie and other grassland topics will also be offered at a number of urban facilities. School groups, scouts, 4H, and anyone interested in learning about grasslands are encouraged to use Learner Days as outdoor classrooms.

The Lek Trek begins July 21 at the Iowa line near Hatfield. Walkers will travel seven miles to the west end of the Dunn Ranch, where the Lek Trek kickoff event will occur on July 22. A different team will walk each day, accompanied by the Lek Trek van all the way to Prairie State Park near Liberal. A second group of walkers beginning at the Arkansas line on September 23 will arrive in time to rendezvous with the first group at the Prairie Jubilee, the final event of the Lek Trek, on October 14.

The public is invited to join the Lek Trek at least two days each week; once for the Saturday Public Walk Events, and again on Learner Days. Those wishing to join a core walking group for other days may contact Dennis Figg, Missouri Department of Conservation, at (573)751-4115, ext. 3309. All walkers are encouraged to buy a mile. Proceeds

will support the work of the Grasslands Coalition. Those who contribute \$50 or more will win prizes such as tee-shirts, caps, prairie chicken pins, and the book Tallgrass Prairie. Both walkers and funds are needed. However, contributors are not required to walk, and walkers are not required to contribute!

Join the effort and walk the walk for Missouri grasslands. For more information about the Lek Trek, visit our website at www.lektrek.org. Call the Lek Trek line at (816)561-8735. Or contact Sharron Gough at: goughs@mail.conservation.state.mo.us ; (417)876-5226. —



Magenta blazing star and white Culver's root are two showy prairie wildflowers.



Two regal fritillaries feed on butterfly milkweed on a Missouri prairie in June. the bright orange, black and silver-spotted insects are now rare in Missouri and throughout North America, due to our great loss of prairie habitat

Lek Trek Events

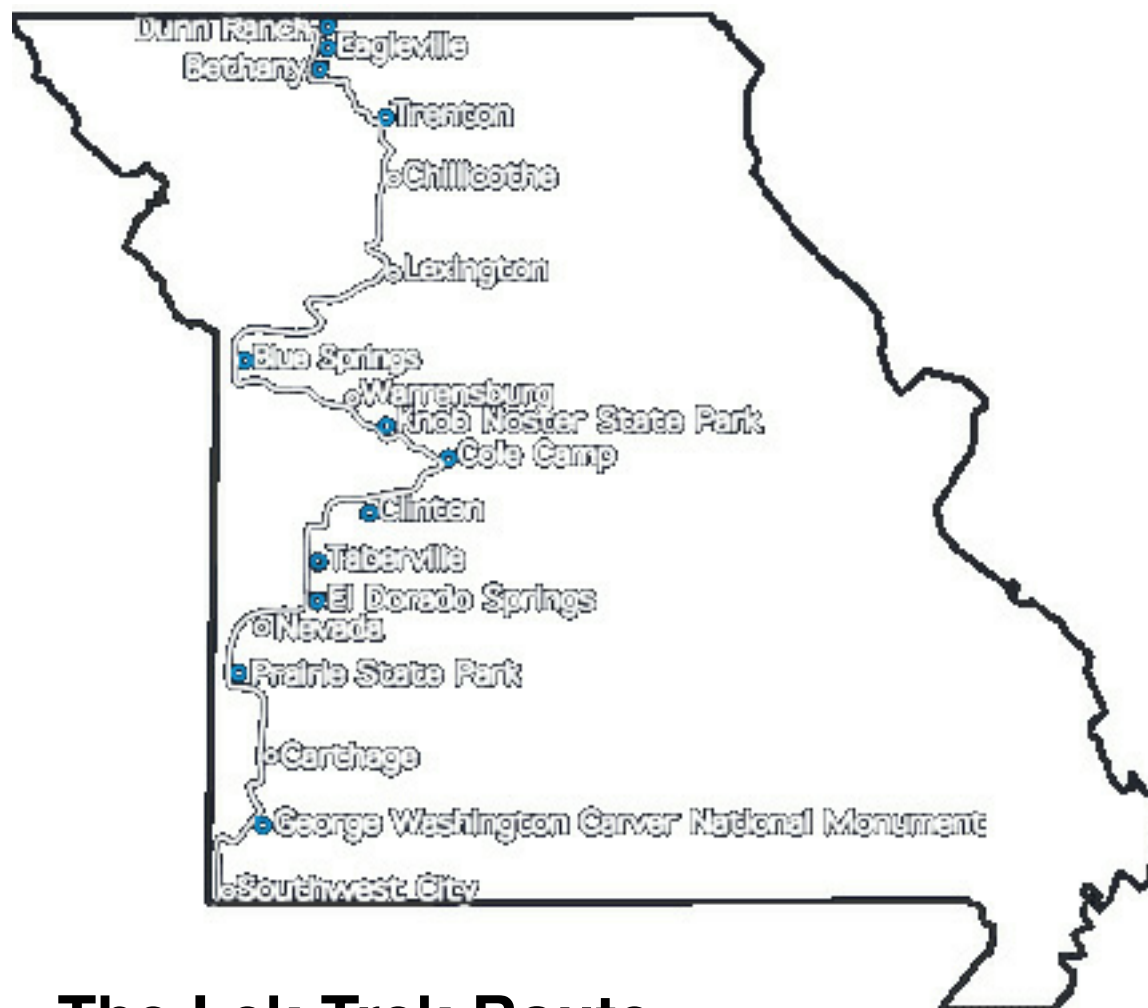
Lek Trek Learner Days

July 22	Dunn Ranch
July 27	Grand Trace CA
July 29	Bethany Fair Grounds
August 2	Helton CA
August 5	Trenton Fair Grounds
August 7	Dolan Farm
August 12	Chillicothe (under development)
August 19	Lexington (tentative) (under development)
August 26	Blue Springs (Burr Oak Woods NC)
August 29	Powell Gardens
August 31	Warrensburg
September 2	Knob Noster State Park
September 9	Cole Camp
September 14	Katy Trail (Calhoun)
September 16	Clinton
September 19	La Due
September 22	Taberville Prairie
September 23	Taberville (Town & Prairie)

September 28	El Dorado Springs
September 30	El Dorado Springs
October 5	Camp Clark
October 7	Nevada Fairgrounds
October 11	Bushwacker Prairie
October 12	Comstock Prairie
October 14	Prairie State Park — Prairie Jubilee

SOUTH LEG:

September 23	Southwest City
September 27	Seneca Schools
September 30	George Washington Carver Monument
October 4	Diamond Prairie
October 7	Joplin
October 13	Shawnee Trail CA
October 14	Prairie State Park — Prairie Jubilee



The Lek Trek Route

Highway Bond Bill Sets Stage for Transportation Tax in 2001

by Ron McLinden
Ozark Chapter Transportation Chair

Among the few things that the Missouri General Assembly actually did this year was to pass a bill authorizing sale of up to \$2.25 billion in bonds to finance an accelerated highway construction program. The rationale was that MoDOT needed additional money to “prove” to the legislators that they could deliver on their promises, and thereby partially redeem themselves for the failure of the doomed from the start “fifteen-year plan” of 1992.

The Sierra Club, along with the Coalition for the Environment, Citizens for Modern Transit, and the Regional Transit Alliance, opposed the bond authorization bill because it included nothing for the state’s non-highway transportation needs. The highway folks won. We lost.

If anything good has come of it, it is that people are still talking about “total transportation.” It would have been better if the legislature had actually voted money for total transportation, mind you, but at least they are still talking about it. And that includes many of the leaders in the highway construction industry. Not only that, but the construction folks actually expressed reservations about the bonding program because it borrows against future revenues without doing anything to assure that those revenues will be adequate to pay off the bonds as well as continue future road building.

Additional revenue is where the next General Assembly comes in again.

Next year, so the expectation goes, the legislature will tackle the thorny issue of how to raise the \$20 billion or so in new revenue that MoDOT will need to meet the transportation needs identified in study after study, including that of the Total Transportation Commission. Without an infusion of additional money the state’s road building could come to a screeching halt about 2007 when the most recent increase in the gas tax — a six-cent increase passed in 1992 to finance the fifteen-year plan — expires. That tax expiration “brick wall,” coupled with continued willingness to think in terms of “total transportation,” appears to be the best hope for finally meeting the needs of Missouri’s non-highway modes.

An attempt to raise taxes for transportation will almost certainly happen next year — though the precise details might well be different — regardless of who sits in the Governor’s office and which party rules the two legislative houses.

The big questions will be: what kind of transportation package will be proposed? how much revenue will be sought? and what kinds of taxes will be proposed?

MoDOT is currently working on a new Long-Range Transportation Plan that should

play a strong part in determining the kinds of projects and programs to be funded. The plan, a draft of which is to be shown to the Missouri Highway and Transportation Commission at its July 7 meeting, will be the first major product of MoDOT’s newly recentralized Planning Division. We’ve heard that there will be a good balance of programs in the plan, perhaps even including some language about the importance of local growth management to hold down transportation needs. But we’ve also heard skepticism from the urban areas about the credibility of the work that is going into the plan.

Here are some general principles that should come into play as the new Long-Range Transportation Plan gets translated into a tax increase package:

u There is no single solution to any of our transportation problems. Simply adding lanes will not ease traffic congestion, at least not for more than a few months. We need to harness new ways of thinking for the new millennium. Transportation is not about just putting people and goods in motion. Transportation is one way of providing for “access” to goods and services, to jobs and opportunities. Access can also be enhanced



by putting things closer to where they are needed. So-called “smart growth” principles of city and town planning can play an important part in solving our transportation problems.

u We have to get over the “fifteen-year plan.” That list of projects, concocted back in 1992 to lure legislators into passing a six-cent gas tax increase without voter approval, was never a legitimate plan and was never held up to public scrutiny. Most of the projects it envisioned are legitimate and will be built anyway. But even the most ardent fifteen-year plan proponent will admit that some of the projects it envisioned are not needed. Therefore, insisting that the promises of the fifteen-year plan be kept is an absurd position to take, and it just gets in the way of working out a sensible solution for 2001.

u We may have to scale back our expectations regarding what the state should pay for. Item: There are thousands of miles of Missouri’s 32,000 mile road system that carry fewer than 100 cars per day. That’s fewer cars than pass by your own house, unless you live on a very short cul-de-sac. Should the state maintain those roads, or should a lot of them be turned back to the counties? Item: Much of the traffic on state routes in and around cities and towns is local traffic. I-70 carries 25–30 thousand vehicles per day at Concordia or Kingdom City, but the count jumps to 50–60 thousand at Columbia. Is it the state’s job to give Columbians a way to save three minutes on a 4-mile trip across town to get to the bargain of the day at the mega-mart on the east side of town or the colossal mall on the west? Or should we want I-70 to instead serve mostly people making longer non-local trips?

u We should give greater attention to “travel demand management” strategies. Improve local roads to serve local trips. Improve local public transit, and improve inter-city passenger rail and motor coach service. Give greater attention to the details

of city and town planning to make walking and bicycling and transit more attractive options. Implement programs and incentives to encourage ride-sharing. These and a lot of other actions need to be taken to reduce congestion now, and to postpone or even eliminate the perceived need for highway “capacity” projects in the future.

u We should make greater use of “market mechanisms” to address congestion problems. Viewed from a supply and demand standpoint, congestion results when travel demand exceeds the supply of space on a street or highway. Most congestion occurs during morning and evening weekday travel periods. In a free market situation, prices would come into play to reduce the peaks and bring demand into balance with supply. Oddly, when it comes to transportation, the preferred reaction is to simply increase supply — roadway capacity — even when we know the capacity is likely to be needed only a few hours a week. So-called “congestion pricing” strategies should be explored and implemented wherever feasible. This might involve charging a small toll for entry onto an urban freeway during peak travel periods. The result is that some drivers would choose to travel by other routes or at other times of day, and those who do pay the toll would be assured a less-congested trip. “Ramp metering” might accomplish much the same purpose by imposing the “toll” in the form of a short wait before being allowed to enter an urban freeway. Simply providing information — an essential element of the market system — can be a big help. By telling drivers that

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congestion is usually less 20 minutes earlier, or 10 minutes later, we could help them make better-informed travel decisions.

U User fees have to be raised as part of any transportation financing package. We should not expect to raise the sales tax until motor fuel taxes, vehicle license fees, and driver's license fees have been raised at least to just above the average of Missouri's neighboring states. Opponents will whine that increased user fees will result in higher consumer prices. But isn't that the way it should be? If I buy a locally made product that requires little transportation while someone else buys a remotely-made product that requires a lot of transportation, should I be expected to pay a sales tax to subsidize the remotely-made product? Only through increased user fees can we expect to see a truer allocation of actual transportation costs.

U Transit and the other non-highway modes should get a significant part of the funding package. At transportation "stakeholder" meetings held all over the state in April and May as part of the Long-Range Transportation Plan process, participants were asked how they would divide up a hypothetical dollar among several transportation priorities. Participants overall allocated 10.6 percent to public transit, plus 3.3 percent for bike and pedestrian accommodations and 7.9 percent for inter-city bus and passenger rail. That's quite an increase over the near-zero share that Missouri currently provides to those modes. (Participants gave 10.4 percent to aviation and only 67.8 percent to highways.)

A lot of things will be new next year when the General Assembly starts to consider a tax increase for transportation. Not the least of these is the size of the request: about \$1 billion annually. It is likely that a big chunk of

that money will end up coming from traditional general revenue sources such as the sales tax. Thus, transportation needs will come into direct competition with other state needs like education and health care. The old "highway users pay their own way" argument — which has never actually been true — will at long last have to be laid to rest.

Whatever the legislators decide, a transportation tax package will have to be approved by the electorate. Presumably that will help to keep things in balance. Organizations like the Sierra Club will play an important role too. We're going to have to watch this whole transportation financing situation closely as it unfolds over the next half year. And we're also going to have to do whatever we can, both directly and indirectly, to be sure the outcome next session isn't "everything a highwayman could possibly want for highways, plus a pittance or two for transit and other modes to keep them happy." —

Short Trips

by Ron McLinden
Ozark Chapter Transportation Chair

Governor Appoints New Commissioner

Governor Carnahan has appointed Marjorie Schramm of Kirkwood to serve a six-year term on the Missouri Highway and Transportation Commission. She replaces Commissioner Bob Jones of Chesterfield. Schramm is a former mayor of Kirkwood, and has been active in the Missouri Municipal League, National League of Cities, and Citizens for Modern Transit. Her appointment marks the first time in more than twelve years that a St. Louis home builder has not held a seat on the Commission. She is also the first woman on the Commission since 1995. We expressed to the Governor our preferences for the kind of person we wanted him to appoint, both by letter last December, and in a meeting with him in mid-April. By appointing Mrs. Schramm he met nearly all of our criteria. We expect to have met with her in late June to get acquainted and to brief her on transportation issues from an environmental perspective.

We Continue to Ask Questions About I-70

MoDOT is moving rapidly toward a decision regarding the future of I-70 between Independence and Lake St. Louis. In fact, a preliminary decision was to have been made in early June and then "plugged in" to MoDOT's new Long-Range Transportation Plan in time for presentation to the Commission on July 7. The major options are (1) reconstruction of I-70 in its current location, or (2) construction of an entirely new four-lane freeway within five miles north or south of the current route. Both options would reserve space for a future high-speed rail line in the median. The

current location option would require widening the right-of-way by up to 250 feet to accommodate additional lanes and allow for reconstruction to occur without undue interruption to existing traffic. The parallel freeway option would likely have far fewer interchanges, and might be built to accommodate heavier trucks and higher speeds. In addition, the parallel freeway might be operated as a toll road.

The Sierra Club, in cooperation with the Missouri Coalition for the Environment, sent a news release to newspapers in the I-70, US 36, and US 50 highway corridors in advance of public meetings held in mid-May. The release raised a number of questions that we felt were not being adequately addressed, and was distributed in the interest of "better-informed public dialogue." In addition, activists attended several of the fourteen public meetings and distributed flyers at some of them.

At this writing MoDOT has still not answered many of our questions. We asked what assumptions were used in making their 30-year projections of future traffic, and we also raised questions about the adequacy of the new statewide traffic model that is being used to evaluate the alternatives. In addition, we questioned what thought they had given to the sequencing of work on I-70 with respect to work on US 36 and US 50, and the implications that might have for communities in those corridors.

Bottom line, it appears that our preference should be for widening in the existing location as necessary, coupled with an aggressive program to shift local and short-distance traffic onto new or existing parallel roads and local streets. The parallel freeway appears not to be a good idea. It would chew up a completely new swath of land across the state. It would encourage additional sprawl as towns along the old route

stretch out toward the new one. It would provide eight lanes of freeway as much as two decades before MoDOT expects that capacity to be needed, thereby providing no incentive for moving people or goods by more efficient non-highway modes. Instead of planning for eight lanes, MoDOT should commit to do everything humanly possible to avoid ever having to provide more than six lanes.

Short Trips

Whenever we have a choice about how far to travel in meeting our everyday needs, we should choose the shorter trip. And if that shorter trip is within walking or cycling range, we should consider making the trip by one of those less impactful modes. —



State Clean Water Commission Enacts Chip Mill Moratorium

by Caroline Pufalt
Ozark Chapter Conservation Chair, ExCom

New chip mills wanting to locate in Missouri will have a least a two year wait based on a moratorium approved by the state's Clean Water Commission in its April meeting. The commission based its actions on concern for the state's waterways that could be harmed if additional chip mills bring increased logging to Missouri. The commission heard testimony regarding the large scale clear-cutting that often accompanies chip mill operations and the lack of Best Management Practices (BMP's) in Missouri.

BMP's is a term used for minimal watershed protection measures that should accompany any logging. But such practices are not required in Missouri and, for a variety of reasons, are sometimes not practiced voluntarily on private lands. BMP's might

include building waterbars to prevent erosion, avoiding stream side areas or steep slopes. BMP's do not preclude clear-cuts but are designed to minimize soil disturbance, erosion and water runoff from any type of logging. BMP's are considered the very minimum requirement towards good forestry.

Missouri currently has three operating chip mills in the state. Their presence raised concern about the future of our state's forests. In response to that concern, in December, 1998, Governor Carnahan appointed a special committee to review chip mill impacts on Missouri and provide suggestions for their management. That committee's draft report was recently released. (see article below)

The Clean Water Commission is a separate state entity. It is an ongoing commission with six members appointed by the governor. The commission meets monthly with most meetings held in Jefferson City.

These meetings are open to the public.

The Clean Water Commission also recently took an important step toward protecting Missouri's National Scenic River watershed from lead mining. The commission voted not to renew the permit Doe Run Lead Company was granted several years ago that would have permitted the company to discharge wastewater in the watershed. Mining operations use a large amount of water so this action will make lead mining expansion in the National Scenic Riverway watershed very difficult.

Missourians can be thankful that the members of the Clean Water Commission took action to protect our state's forested watersheds. Industry lobbied against both these actions but the commission members were able to look beyond their shortsighted arguments and pass these two significant motions. —

Governor's Chip Mill Committee Releases Report, Again

by Caroline Pufalt
Ozark Chapter Conservation Chair, ExCom

Late in 1998 Governor Carnahan took a bold step in creating the Missouri Governor's Advisory Committee on Chip Mills. Now, at this writing in June, 2000, the committee has just released its "Revised Final Draft Report." As the title suggests, the draft report has been revised from its December, 1999, version. Readers may remember that in December, 1999, when the first draft report was released, it was discovered that the Missouri Department of Conservation had an internal chip mill "study" in process that had not been revealed to the committee. That controversy resulted in a time extension for the committee and thus a revised draft.

Recommendations in the current draft include:

- u Update the State Forestry Law to include greater encouragement for Best Management Practices.
- u Establish a state Forest Resource Council to provide an ongoing forum for discussion of forest issues, to advise various levels of state government on forestry issues, and to coordinate forest related research in Missouri.
- u Establish an interagency task force to update the definition of Best Management Practices (BMP's) for logging in Missouri.
- u Require BMP's on logging operations covering 40 contiguous acres with 50% or more canopy removal.
- u Try to improve the state's data base regarding forest resources and logging operations, including studying chip mill source areas and encouraging voluntary reporting.

u Legislation is needed to establish the authority for determining the characteristics of the timber used by high capacity chip mills.

u Encourage voluntary certification for loggers.

u Establish a registry for professional foresters in Missouri.

u Several recommendations promote landowner education, especially in chip mill source areas.

u Several recommendations encourage developing value-added timber products in Missouri, encouraging reductions in paper use, and promoting alternative fibers.

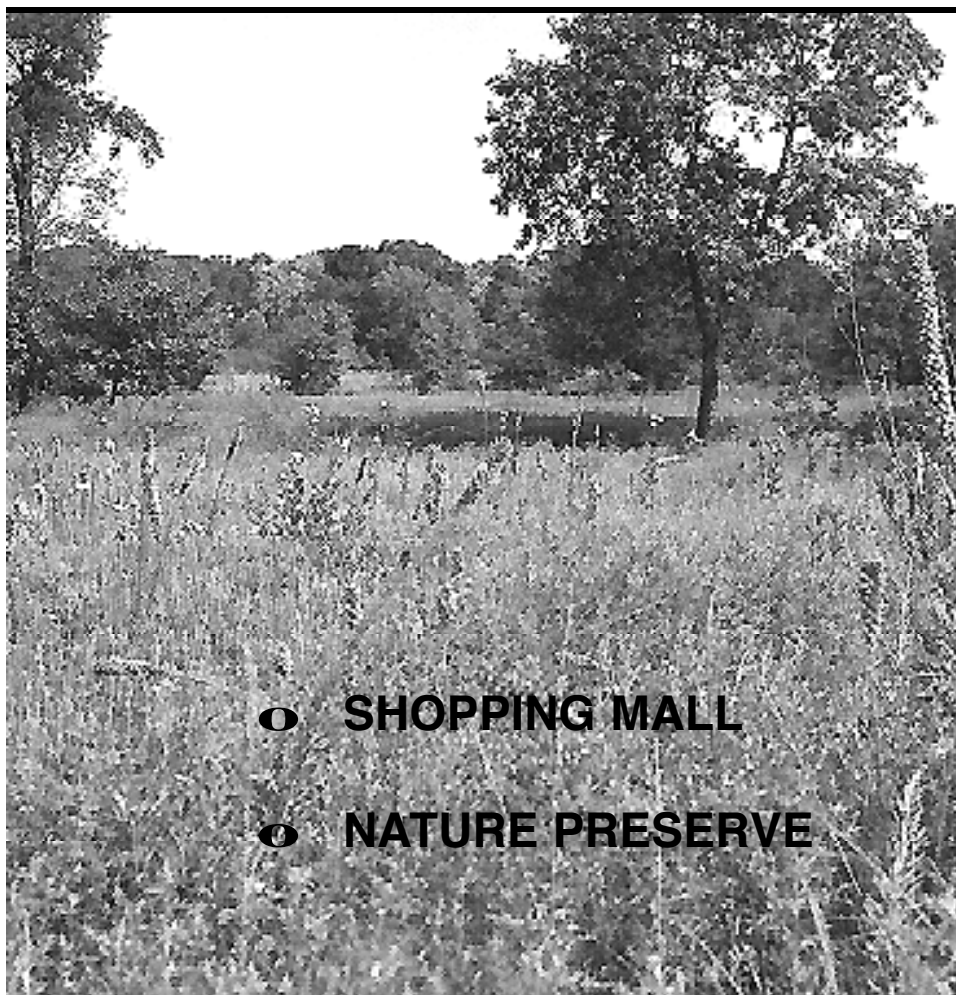
u Consider using a portion of the soil conservation funds produced by the Parks and Soils Tax to protect soil productivity in forested areas.

u Reduce tax liability for landowners who use BMP's

Looking only at the recommendations endorsed by the majority of the committee, the results can be judged as modest since such common sense items as mandatory BMP's, required preharvest notification, a moratorium on new chip mill permits, and stronger regulations of chip mills as industrial facilities are missing. But for those who followed the sometimes rocky history of the committee, a more generous judgment is possible. Also knowing the difficulty with which some of these topics are approached in Missouri, one can appreciate that some progress was made. Still, in light of the problem at hand and the need for the state to move forward soon to thwart the effects of chip mills, the committee's recommendations fall short. It was especially disappointing to see that in the final voting, input from the Missouri

Department of Conservation was not more progressive. At this writing, we have only the draft report to review. Perhaps the final report, expected in July, will be a bit more up to the task.

What can be determined to be a success is the committee process itself. Over its 18 month tenure the committee heard from a variety of speakers and took a field trip to see on-site some of the issues under consideration. Committee meetings were open and accessible to the public — as were the minutes and related studies the committee reviewed. The Missouri Department of Natural Resources, which took the lead in the mechanics of the committee and public participation, should be commended for their effort. Given the diverse membership of the committee and the complex nature of the subject matter, the decision making process itself was sometimes quite difficult and slow. But that seems to be inevitable in this sort of process.



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Join us October 13-15 for our Annual Camp-out and Reunion!

With summer starting to feel hot and tired, it's that time of the year again when we start thinking about the Annual Camp-out and Reunion. It will be held October 13th-15th this year at beautiful Lake of the Ozarks State Park. We had the Reunion there in 1998. We again will be at Camp Pin Oak, with its big dining hall with the pin oak leaf motif, and our usual rustic cabins.

We hope that with the camp-out more centrally located, lots of folks who have not been before will turn out to enjoy the great weather, beautiful fall colors and the exciting outings only possible in this karst region of the state.

Lake of the Ozarks State Park is the largest state park in Missouri. There are many things to do and see there. Visit Patterson Hollow Wild Area to get away from it all. Or try Coakley Hollow Fen Natural Area that features spring-fed streams, seeps, fens, caves, and deep valleys. A boardwalk over the fen allows a closer look at this little understood but crucial type of habitat.

Keet Kopecky will lead his famous all day tour of the fen, Ozark Caverns, and the breathtaking Ha Ha Tonka State

Park. The legendary Randal Clark will lead outings to special places that only he knows about. So bring your camera and your all purpose shoes and plan to enjoy these and a full weekend of other outings.

As with every Camp-out, there will be plenty of good food prepared by friendly fellow Sierrans. If you like to cook, feel free to volunteer to help. There will be special activities for kids, and indoor stuff to do in the event of less than perfect weather.

Send in the registration form with your check by the deadline. A packet will be sent with all the information you will need to have an enjoyable weekend with some of your fellow tree-huggers. Tent camping is available also on a first come first served basis. Hope to see you there!

This will be the last chance in the Second Millennium (or the first chance in the Third Millennium, depending on your preference) to join your fellow Sierrans at the Chapter camp-out! ■

Fri. Oct 13 — Sun. Oct 15

Registration Form for '00 Camp-Out

Send in your registration form today! deadline Sept 30th

name _____
(please list names of all persons you are registering)

address _____

city/state/zip _____

evening phone (_____) _____

#s		\$s	
	child: 0-3 yrs.	free	
	child: 3-6 yrs.	\$8	\$
	child: 6-12 yrs.	\$15	\$
	adult: (13 yrs. & over)	\$30	\$
	adult, partial weekend *	\$20	\$
	limited income	\$15	\$
	Saturday dinner <u>ONLY</u>	\$10	\$
total ◆		fee enclosed \$	◆total
	maximum fee for a family	\$80	

Fees include cabin camping, and 5 meals (Sat. breakfast through Sun. lunch).

* "partial weekend" defined as less than 3 meals.

- ◆ Make checks payable to "Ozark Chapter, Sierra Club"
- ◆ Mail form and checks to:
Keet Kopecky, 9211 Olmstead, Kansas City, MO 64138
- ◆ Any questions, phone : Keet Kopecky (816)966-9544 or e-mail at kkopecky@msn.com
- ◆ We must receive your reservation by September 30th
- ◆ Camping fees will be refunded for cancellations received prior to Oct. 6th
- ◆ We will mail you an information packet containing map in advance of the Camp-Out date.



Navigation Expansion.....continued from page 1

that also is too wasteful. It seems they view the river as their own personal highway, absent traffic signals.

CURRENT STUDY: In 1992 the Army Corps of Engineers initiated a \$50 million study regarding the lock expansion. That study included an economic component whose veracity was seriously questioned in February of this year when Don Sweeney, former lead economist on the study, submitted an affidavit to the Office of Special Council (OSC) detailing actions by the Corps' managers to manipulate study results to justify building the larger locks. The OSC took this whistle-blower complaint seriously enough to refer it to the Secretary of Defense for investigation.

The Corps is sticking by its report and trying to meet the original schedule it had planned for the lock expansion study. This despite the serious questions regarding key economic data and a review of the study under way by the National Academy of Science.

THWARTED REFORM: In response

to the Corps controversy, legislative and administrative remedies have been considered. One issue is the power and influence of the military and civilian employees within the Corps. Many who feel the Corps needs reform think that the civilian sector needs more authority within the organization. But, not to be caught off guard, legislators who support the Corps have proposed legislation that would prohibit any funds being spend on Corps reform efforts. At this writing that antireform legislation is still pending. Unfortunately, our own Senators in Missouri seem to be firmly in the Corps' back pocket.

RIVER ECOLOGY: In May the US Fish and Wildlife Service, somewhat reluctantly, released a study including a "jeopardy opinion" regarding the status of two river species; the Higgen's Eye Pearly Mussel and Pallid Sturgeon. USFW officials warn that the locks, dams, dikes, and dredging along the upper Mississippi harm the habitat of these two species. Overall navigation management efforts are implicated in general habitat decline. Navigation impacts the river in many ways. Levees, designed primarily for floodplain protection, destroy natural floodplain

communities and their connection with the river. The annual spring high water, called the flood pulse, promotes nutrient exchange and is an event tied to the life cycles of many river species. The loss of sandbars means loss of nesting sites and other natural amenities. Sedimentation settling in the pools of the lock and dam system alters habitat. This causes loss of depth and bottom diversity with resulting loss of biological diversity. Fish species with more specialized habitat requirements lose out to those, such as carp, which are habitat generalists by comparison. Sedimentation also increases in backwater habitat. Increased navigation and the associated construction will only exacerbate this trend.

So how will this story end? Only time will tell. But in the meantime be looking for opportunities to speak up for the health of the river, for a more informed approach to assisting our family farmers and the world's food needs. We will try to keep you informed on this unfolding drama. —

NOx Emissions.....continued from page 1

statewide rule the major coal fired Missouri electric generating facilities would be permitted to emit approximately 43.8 thousand tons of NOx during the ozone season (assuming that fuel input remains constant at 1997 level). The proposed regulation also includes tradable allowances for electric generating facilities which emit less NOx than the limit during operation. Low emission plants like UE's Rush Island will have some allowances to sell or trade. Even after the allowances are applied, Missouri electric generation utilities are expected to have to install emissions controls to reduce NOx emissions by at least 34 thousand tons as a result of the proposed rule.

For this regulation to be put in effect, it must go through the usual process for promulgating a state administrative regulation, plus being first approved by the Clean Air Commission. The Clean Air Commission holds a hearing on such regulations, and then votes on approval at the following meeting.

Clean Air Commission Hearing Testimony

I spoke as a representative of the Ozark Chapter at the hearing, making the point that reducing the NOx in the air, and thereby also reducing NOx depositions into water and on the ground, will be good public policy for all the citizens of Missouri. I also stated support for the plan which the DNR Air Pollution Control Program had developed for administering the system of NOx allowances.

Everyone else who testified was a utility representative. Their testimony broke into three general themes:

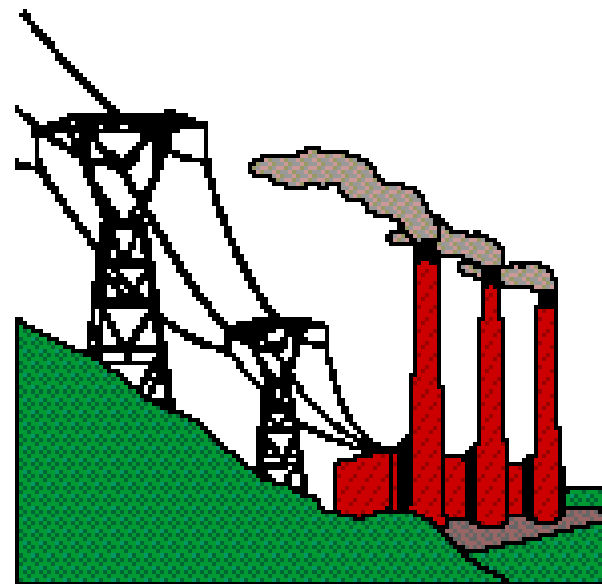
1. AmerenUE spoke in favor of the rule, stating that they wanted to help keep St. Louis out of the higher non-attainment classification, and that they think this rule will defend them from stricter regulations that EPA may impose. (AmerenUE is the big electric utility based in St. Louis that serves most of the state's residents east of Columbia.)
2. Several utilities on the western side of the state argued that the rule for the eastern part of the state was OK, but the 0.35 lb./mm btu limitation on them was wrong. Their position was that this rule was only being imposed to make EPA happy with the St. Louis area problem, and they do not affect that problem. DNR's air quality modeling indicates that they do contribute to the problem.
3. The lawyer representing UtiliCorp (d.b.a. "MoPub") argued the regulation is unconstitutional, arbitrary and capricious, would violate the "no stricter than Federal" mandate of 643.055 RSMo, and violates the provisions of the Missouri Administrative Procedure Act. A member of the Commission commented that this testimony sounded like they had been read off a brief for a court challenge of the rule.

It is unclear what impact the hearing testimony had on the decision of the Clean Air Commission. They voted to approve the proposed regulation on May 27, 2000.

We hope that the promulgation of this requirement to reduce emissions will have two positive effects: 1) the air in Missouri will become cleaner, and 2) the day when dirty,

polluting coal fired electric generating plants are mothballed will come closer. That day can not come too soon. Even a clean coal fired facility like Rush Island puts out a LOT of pollution: over 7000 tons of NOx, and about 1200 tons of carbon monoxide in 1998.

We need clean, renewable sources of electricity, such as solar and wind, and we need the big utilities to start employing them soon. —



A LAKOTA PERSPECTIVE ON FOREST “ROADLESS AREAS”

by Charmaine White Face

As I sat in the informational meeting being conducted by the US Forest Service regarding their roadless area proposal, I was mesmerized by the map of the Black Hills and the two tiny brown spots at the top of the map. Those brown spots and a small nail head of brown off to the left side completely surrounded by private land, represented the roadless areas in the Black Hills. If the map was the size of a dinner table place mat, the brown spots would have been the size of thumbtacks.

I finally had to ask what percentage of the roadless areas did these brown spots represent. The Forest Service officials said that of the 1,200,000 acres (yes, 1.2 million acres) of federal land in the Black Hills, these “inventoried roadless areas” cover 14,000 acres, or one percent, and they are not completely roadless. Their definition of a road was it had to be 50 inches wide and maintained for motor vehicle travel. That didn’t mean it had to be gravelled or blacktopped. The only difference under this new Forest Service proposal is that no new roads could be built. Any other activities could still be carried out.

I looked at the two tiny brown spots again. Their names were the Sand Creek Area, and the Beaver Park Area. The tiny nail head off to the left was Inyan Kara in Wyoming. The question and answers went on around me. I tried to catch as much as I could but

those brown spots kept grabbing my attention.

Were these the last wildlife areas in the Black Hills? I didn’t even consider the Black Elk Wilderness. Too many two-legged people walk through their already. But I had heard rumors of a mining company wanting to expand in the Sand Creek Area. The Forest Service official said that a company could open a mine if they had an existing claim under the 1872 Mining Act. I started to feel sick. The last tiny, remaining roadless areas in the Black Hills, and yet someone wanted to dig for gold in there. It was like watching the polluting of the last glass of pure water.

I thought of all the medicines that grow in the Black Hills. I thought of the countless sacred places where my ancestors went to pray. I thought of the spirits that live in “Hesapa.” To watch these last little tiny spots of wilderness disappear right before my very eyes was too much. I left the meeting and cried. Was this the way my great-great grandparents felt when they saw the first gold miners and soldiers enter the sacred Black Hills? Was this the way my grandmother felt when she would tell me over and over again about the sacredness of “Hesapa”? What could I tell my grandchildren?

The meeting was to give information and answer questions. Another meeting is scheduled for June 27, 2000, at the Ramkota Hotel in Rapid City, for people to give comments to the Forest Service about their roadless area proposal. I would be there. My one voice would probably not carry much

weight, but at least I could tell my grandchildren I tried.

The Forest Service is also accepting written comments. The address is: USDA Forest Service-CAET, Attention: Roadless Area Conservation Proposed Rule, PO Box 221090, Salt Lake City, UT 84122.

I hope that many Lakota, Dakota, and Nakota people will come to give their comments on June 27th. Maybe if enough of us speak up about the Treaties and the sacredness of the Black Hills, maybe someone in a power position will listen. I’m not too hopeful. They haven’t listened yet. But I must keep using my one voice to try to protect some small portion of the sacredness of our Grandmother Earth. After all, She gives us so much. It’s the least I can do. —

Editor’s Note: Below is a report on the Forest Service Roadless Areas meeting held in Rapid City, South Dakota, on May 25, 2000, filed by the Black Hills Group’s coordinator for the Wild Forest campaign, Charmaine White Face. This report has been forwarded to the print media in western South Dakota, including tribal newspapers. Their ExCom was so impressed by Charmaine’s perspective that they wanted to share it with a wider Club audience.

P.S. Charmaine is a full Lakota, and a former Treasurer of the Oglala Sioux Tribe. The word “Hesapa” is a Lakota term for the Black Hills, literally meaning “black mountains.”

Editor’s Note: “This press release was sent out from the Chapter Office to all Missouri media on May 25, after the endorsement of current Governor Mel Carnahan for the US Senate seat held by John Ashcroft - who is seeking re-election. Ashcroft’s tenure in the US Senate has been marked by a horrible voting record on environmental issues; the League of Conservation Voters scorecard has placed him consistently among the worst national politicians (and that’s saying a lot). Carnahan was recommended for endorsement by all of the Groups in the Ozark Chapter, by the Chapter Political Committee, and by the Chapter Executive Committee. The National Political Committee voted to endorse Carnahan after recommendation by the groups and chapter.”

SIERRA CLUB ENDORSES MEL CARNAHAN FOR US SENATE

The Sierra Club, the oldest and largest grassroots environmental organization in the country, today announced the endorsement of Missouri Governor Mel Carnahan for the US Senate seat currently held by John Ashcroft. The endorsement process involved approval by all the local Missouri Sierra Club groups, the statewide Ozark Chapter, and the National Sierra Club Political Committee.

The Sierra Club reviewed Carnahan’s record as Governor in its considerations, including support and advocacy of legislation, budgeting priorities, appointments to boards and commissions, appointments of administrators, his outspoken support of clean water and clean air, willingness to become involved in contentious issues such as High

Capacity Chip Mills, and his opposition to mining activities in the Ozark National Scenic Riverways. The Sierra Club does not necessarily endorse a candidate simply because of a better record than the opponent; but rather gauges a candidate on a set of criteria.

Statement of Ken Midkiff, Director of the Missouri Sierra Club:

“Missouri citizens, by any measure, place high value on our state’s rivers, lakes, and streams, and have long expressed concern about land stewardship and woodlands. Residents in St. Louis support efforts and activities to clean up their fouled air. Farmers in northern Missouri have lamented the impacts of the massive hog operations.

Governor Carnahan has demonstrated through his actions and that of his appointees that he has the same values and concerns as Missourians when it comes to a clean and healthy environment and protection of our state’s natural resources.

It is our position that it is impossible to have a healthy economy without a healthy environment — and we believe that Mel Carnahan shares that philosophy.

We will engage our active membership in the Carnahan for US Senate campaign. It is time that Missourians elect a US Senator that accurately represents their interests.”

2000 MISSOURI GENERAL ASSEMBLY — THE ENVIRONMENT AND NATURAL RESOURCES ESCAPE UNSCATHED

by Ken Midkiff
Chapter Director

The media throughout the state has made much of the just-concluded “do nothing” session of the Missouri General Assembly — bemoaning the paltry number of bills passed.

While it is quite true that several significant and complex pieces of legislation fell by the wayside during the last few days of the last week, and some of these bills were the results of hours and hours of negotiations and language-crafting, it is also true that the General Assembly accomplished much. In addition, many of the dead bills are only temporarily deceased and will or must return next year — and the up side is that most of the difficulties and differences have been resolved.

So, bills on health care, public records, judicial and administrative procedural changes, and the tobacco settlement have come a long way down the road — and it is assumed that most of the rancor and acrimony have been vented. Without pending elections and subsequent grandstanding, these meritorious efforts will succeed.

There is one other consideration: Jim Pauley, now retired but who for years represented rural regions of Boone County in the Missouri House of Representatives, told me, half jokingly, that “if I vote ‘no’ all the time, that will be the correct position 90% of the time — maybe we’d be better off making sure that the laws on the books are enforced, rather than making new ones.” The more I’m around, the truer those thoughts ring.

But, all that aside, the immediate-past session of the General Assembly actually accomplished quite a bit:

u The state budget, which occupies much of the attention of the House and Senate Appropriations Committees and Sub-Committees, passed without the usual thunderstorms of outrage and protest. Discussions centered on the merits of funding various state programs, and while there was debate on what levels of funding to provide to various state agencies, there were not the usual partisan or even personal non-productive accusations hurled.

u The General Assembly renewed and restructured the Hazardous Waste Fee statutes — making the system of designating who pays what more equitable. The general principle is that those who generate hazardous wastes should pay the costs for proper disposition and for the costs incurred by the State for overseeing the program.



u Likewise, the Wastewater Permit Fee statutes — set to expire at the end of this year — were renewed, with a new fee structure established, that is somewhat more equitable than the current one. It was determined by the Missouri Department of Natural Resources that some categories of industry were paying more than their fair share for the privilege of dumping wastewater into our state’s streams, rivers, and lakes — and other industries or facilities were not paying nearly enough. The new fee structure is based to some degree on the costs to administer the program for a specific set of dischargers. For instance, large Concentrated Animal Feeding Operations, that are very costly to the state overseers, will pay more for their permit fees. Municipalities will pay a fee that is essentially based on the number of residents that are hooked up to the sewer system.

u Also adopted were measures establishing a dry-cleaning “mini-superfund” system, and a system for water pollution control bonds.

u Among those bills that didn’t make it were a number that shouldn’t have: bad ideas brought forth by polluting industries to give themselves special breaks. The worst of the worse was a bill promoted by an agribusiness organization that would have established an Agriculture Advocates Council within the Department of Agriculture that would have allowed this state entity to sue other state agencies. This measure was in desperate need of a wooden stake through the heart, but one was not delivered until there was only twenty minutes left in the session.

u The bill that would have required state legislative approval of federal acquisition of lands within Missouri was amended so that legislative check-off is only required in cases where the federal government is exercising condemnation — taking the lands by legal force. There seems to be an appropriate role for the state legislature in assisting unwilling landowners whose properties are being taken away; but the bill as passed does not interfere with those who are willing sellers or who are in dire need of a federal buy-out — such as occurred with flood-plain landowners in the Floods of ‘93 and ‘95.

It is indeed a shame that some bills got lost in the shuffle and disarray of the last few days of the legislative session — but it is a blessing that others were shot down. However, if there is a genuine gripe shared by literally all it is that the General Assembly does procrastinate until the last few days of the session and then attempts to deal with everything at once.

Tempers flare; patience is exhausted. Amendments are stacked on top of amendments. But, in the end, the absolutely essential work — the budget — gets passed, good bills get passed, bad bills go down. Other bills will be back next year.

Democracy — which is what is at work here — is messy, but it still a helluva lot better than anything else. —

OZARK CHAPTER SIERRA CLUB OUTINGS

*Be sure to
check your
GROUP
newsletter
for more or
current out-
ings!*

and Air Show. The lemonade crew returns for the last fund-raiser of the summer. We would love to have each of you join us for a few hours making and selling lemonade. New members are most welcome as this is a great way to meet fellow Sierrans and contribute in a practical way to meeting the club's environmental goals. Jim Young (314)664-9392.

Thomas Hart Benton Group

Eastern Missouri Group

July 1, 2, and 4 (Sat, Sun, and Tue) Fair St. Louis. This is our most important fund raiser of the year. It's fun and a great opportunity to make new friends in the Sierra Club. Join us for a few hours making and selling fresh lemonade and pretzels and see the Fair, the air shows, or the fireworks. We have several booths that are open all day and need a very large number of volunteers. We also need help on Friday, June 30, to set up the booths, and on Wednesday, July 5, for the take-down party. If you can help, call Jim Young (314)664-9392.

July 8 (Sat) Highway cleanup. Join us for a really fun time cleaning up the roadside and conducting a survey of St. Louisans' favorite beers. Diane DuBois (314)721-0594.

July 14 (Fri) Bike ride on the Katy Trail. Lunch in one of the historic towns. Suzanne Smith (618)281-4762 (after 6:30 p.m., weekdays only).



July 14 (Fri) Evening walk at Overland Park. Has a pond. Go out to eat afterwards. Diane Favier (314)894-5549.

July 16 (Sun) Go to Amidon to play, swim, snorkel, or just lay on the rocks. Diane Favier (314)894-5549.

July 22 (Sat) Early morning hike before the heat of the day at Cuivre River State Park. Walk through a blooming field of blazing star on the newly opened Blazing Star Trail. Possible brunch afterward. Kathy Wodell (636)240-0675.

July 23 (Sun) One-day easy float trip on the Bourbeuse River in Franklin County. We'll canoe six miles from Peters Ford to Noser

Mill. The Bourbeuse is a little-used and picturesque tributary of the Meramec River. Good for beginners. Outfitter available. Call Jim Rhodes (314)821-7758.

July 28-30 (Fri-Sun) Mystery River. Enjoy the summer evenings out on a river. We'll cover about 10-12 miles per day and do some river camping. Call Jo Aerne (314)664-8299, or e-mail Jo Aerne@primary.net or call Colin Maag (314)721-7397.

August 12-13 (Sat-Sun) Annual Perseid meteor shower camp-out at Council Bluff Forest Service Recreation Area (Missouri). Last year we saw lots of sky activity. Beautiful fishing, canoeing, and swimming lake. Hiking trails, beach. Boat rental available. About 2 hours SW of St. Louis. Never a crowd in the campground. Suzanne Smith (618)281-4762 (after 6:30 p.m., weekdays only).

August 18-20 (Fri-Sun) Festival of the Little Hills. Join us for a few hours and a great time making real lemonade with other Sierrans at a charming fair in the historic area of St. Charles near the riverfront. New members are always welcome. Jim Young (314)664-9392.

August 19 (Sat) Sixth Annual Yard Tour. A morning visit to four Sierran yards. "Naturescaping" in action. Half day. Bring sack lunch for last stop of tour. Diane DuBois (314)721-0594.

August 26 (Sat) Operation Clean Stream. Have a great day on the river with friends figuring out creative ways to get more trash into your boat. Ed Schmidt (314)647-1608.

August 27 (Sun) Fifth Annual Rain or Shine Hike. Easy three-mile evening walk on Jefferson Barracks paved hiking trail. We will take time to look for deer and watch the sun set as we hike. Come make new friends and greet the old. . . one is silver and the other gold! Marsha Armentrout (314)892-4279.

Sept 1-4 (Fri-Mon) St. Louis County Fair

July 7 (Fri) Gastronomic Outing. The Bluebird Cafe, 1700 Summit. Join us for our monthly dining out at a KC restaurant. Call by July 2 to participate. Gale Burrus (816)763-5120.

July 15 (Sat) Star Party at Powell Observatory in Louisburg, Kansas. See one of the monthly programs put on by the Kansas City Astronomic Society. Jorge Carballeira (913)262-4053.

July 22 (Sat) Kansas City Wizards, Arrowhead Stadium. Enjoy professional soccer as the rejuvenated Kansas City Wizards take on the Columbus Crew. Steve



Hassler (913)599-6028.

July 29 (Sat) Parkville Nature Sanctuary. Easy hike to waterfall, through woods and across boardwalk over wetlands in this secluded area near Park University. Ana Royal (816)584-9274.

August 4 (Fri) Gastronomic Outing. El Caribe, 12112 W. 87th. Join us for our monthly dining out at a KC restaurant. Call by July 30 to participate. Gale Burrus (816)763-5120.

August 7 (Mon) Sierra Night at Kauffman Stadium. Our Kansas City Royals take on the Toronto Blue Jays. Dan and Donna Clark Fuller (816)779-7284.

August 12 (Sat) Prairie Center at Sunrise, Olathe, KS. Join us on a six-mile sunrise hike to the Prairie Center, through prairie and woodland. Steve Hassler (913)599-6028.

