

OZARK SIERRA

One Earth

One Chance

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The Herculaneum Lead Smelter — A Never-Ending Story?

by Ken Midkiff

There has been a lead smelter in Herculaneum, Missouri for over a century. A small town located on the Mississippi River about 20 miles south of St. Louis, all that is visible from I-55 is the towering smokestack of the smelter owned by the Doe Run Company. Joachim Creek runs through the sleepy community, winding in and out among the trees, eventually finding its way to the Big River.

However, all is not well in Herculaneum. For as many decades as the lead smelter has existed, the community and its children have felt the impacts of emissions from the smelter's smokestack.

Lead is a basic element. It is toxic to humans when it reaches a certain level in the system. It causes developmental problems in children — the younger the exposure, the more problems that occur. Adults are also at risk when exposed to high levels.

The Herculaneum smelter, the largest in the world, creates such high levels. And the blood lead levels in children, as determined by health studies by the Missouri Department of Health and the federal Agency for Toxic Substances and Disease Registry, have reached levels that health and development are impaired. Other substances spewed from the smelter and placed in a slag heap are equally troubling: cadmium, arsenic, copper, nickel and zinc, to name a few.

The health studies found that the blood lead levels in children had reached levels that caused considerable harm. The Center for Disease Control recommends that any child with a blood lead level of more than 10 micrograms per deciliter (some health professionals assert that any amount of lead is cause for concern) should receive medical attention. There were forty children in the area with levels of more than 10, eight with more than 20, and two with levels greater than 30. From a report: "The average level of lead in the blood was 12

micrograms per deciliter for children and toddlers living within 1.5 miles of the smelter."

A consent decree, signed by the Environmental Protection Agency (EPA), the Missouri Department of Natural Resources (MODNR), and the Doe Run Company notes that, "The conditions present at the facility may present an imminent and substantial endangerment to the public health, welfare or the environment." This document, effective May 29, 2001, notes that the problem is caused by lead in the soils from airborne releases of lead particles from the Herculaneum smelter.

In short, there is a very real health problem and the agencies in charge of protecting the public health have confirmed this. But, the action by these same agencies has been too little, too late.

Rather than taking the steps to control the emissions, and prevent further endangerment of the public health, the EPA and MODNR have essentially signed-off on giving the company another five years (or more) to come into compliance with the federal Clean Air Act. This inaction was taken in spite of the fact that this smelter has been in violation of the Clear Air Act since its

continued on page 2...Never-ending story?

The Hole: Coincidence or Warning?

by Alan Journet

Richard Kinder formerly of Cape Girardeau, and currently CEO of Kinder-Morgan Incorporated (K-MI), has enjoyed adulatory publicity recently in several money magazines. His company, which owns thousands of miles of pipeline carrying energy fuels through much of the nation, has recently expanded its holdings by merging and acquiring thousands of more miles.

Whether it is just the run of business, or is designed to demonstrate to the "Home Town" folks that he really has hit the big time, Kinder's K-MI is trying to move into Cape County, but not just with a pipeline. In this project K-MI plans to build and operate an electrical power generating plant situated in the southwest corner of the county.

The plant would be located just three miles from a pumping station on the newly acquired K-MI gas pipeline that runs through Marble Hill. It is also adjacent to a regional AmerenUE sub-station that is part of the main power grid serving many lower mid-western states. The plan is to construct a power plant that burns natural gas delivered by the K-MI pipeline and pump the generated power into the nearby grid.

To drive the plant, large quantities of water will be pulled from six wells for cooling the jet turbines. To assess the adequacy of local water supply, exploratory wells were drilled and run on a 100 acre property on County Road U purchased from the Aarens family (though as of this writing, the contract has yet to be honored by K-MI—they

have yet to pay for the land on which they are now drilling). The site is immediately adjacent to the family farm of Alvin and Nora Seabaugh. When the exploratory well was drilled and pumping commenced in mid-May, a huge plug of prime farmland on the Seabaugh property measuring approximately 30 feet in diameter slumped some 25 feet directly downwards. An extensive series of cracks also appeared in the surrounding terrain, with gaping holes opening up to a foot wide and more than two feet deep. These cracks appear to run in concentric circles around the initial sunken plug and pose a threat of future land slippage; they occupy several acres of the Seabaugh farm.

K-MI instantly fenced the hole and planted dozens of pink flags around the area marking the

continued on page 10...The Hole

INSIDE	
• Dates You Need to Know.....	p 2
• Energy Task Force.....	p 3
• Project Threatens Parks.....	p 5
• REP America.....	p 7
• Our Last Wild Forests.....	p 9
• Wetlands Under Assault.....	p 11
• Oquirns.....	p 12

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Never-ending story?.....continued from page 1

inception in 1968, in violation of the National Ambient Air Quality Standards, and in spite of the fact that the health of several generations have been impaired.

There have been previous such inactions by EPA and MODNR — all promising to bring the company under control and to protect the public health. But when the Doe Run Company couldn't or wouldn't meet the provisions of consent decrees or State Implementation Plans, compliance plans were re-negotiated, and extensions granted.

In a meeting of area citizens in mid-July, the frustration and despair surfaced and erupted. They relayed their health problems and that of their children. State and federal officials in attendance were berated (with considerable use of expletives) by about 40 residents who demanded accountability: "We are sick and tired of delays and excuses — when are you people going to do something?"

Good question. —



The Ozark Chapter Hires a Floodplain / Wetlands Organizer

Sheila Haar Siegel, the new Floodplain / Wetlands Organizer for the Eastern Missouri Group of the Missouri Ozark Chapter, was born and raised in Breese, Illinois. While growing up on her family's farm, she observed and appreciated the natural balance of living things and began learning more about environmental issues in college. A former writer, public relations, and development professional, Sheila has worked for businesses and non-profits throughout the St. Louis area, including the University of Missouri — St. Louis, the Women's Crisis Center of Metro East, SIDS Resources, and Family Hospice of Belleville Area. She is a member of the Kaskaskia Group of the Sierra Club.

Sheila also contributes her time to the TEC / Quest program, St. Teresa's Parish, Belleville Diocese Youth Ministry Planning Team, Big Brothers/Big Sisters of Southwestern Illinois, and the Optimist Club in Shiloh, Illinois, where she lives with her husband, Michael, in a small community on land bordered by a lake, agricultural fields, and a garden — all of which she counts among her many inspirations. "Working for the Sierra Club gives me the possibility to represent environmental issues in a way I've always dreamed of," she says. "This new position allows me to educate and mobilize citizens on the loss and degradation of some of our area's most precious, and often overlooked, natural resources — floodplains and wetlands."

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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!

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Dates You Need to Know

9/7-9

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Chapter ConsCom meeting:
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The Sierra Club Makes Presentations to Governor's Energy Policy Task Force

by Wallace McMullen

Last January Governor Holden appointed a task force to examine the major energy questions confronting the state. He asked the task force to provide:

- 1 Recommendations for long-term energy policy in time for action by the next session of the General Assembly.
- 1 A clearer understanding of Missouri-specific issues of energy supplies and demand.
- 1 Recommendations to enhance Missouri's energy supplies and increase energy efficiency.
- 1 An action plan for Missouri-specific research, development and economic opportunities related to energy technology; including the best practices from other states.
- 1 The impact of energy policy on Missouri's environment.

The task force has held a number of hearings to gather input on these questions.

Our Sierra Club Ozark Chapter has considered this a very important process. The issues this task force is dealing with will have enormous impact on the environment and the economy of Missouri. We have made significant efforts to provide input to the process. Our Global Warming staffer, Carla Klein, has attended all the hearings. Carla Klein and Wallace McMullen testified at the June 15 hearing in Springfield. Ron McLinden spoke at the July 13 task force hearing in Cape Girardeau.

Hopefully, the task force will provide recommendations which will begin to move Missouri away from its heavy reliance on burning fossil fuel for electricity and transportation. We have clear and strong convictions about what should be done to create energy policies which will improve Missouri's energy future. The ideas we have recommended are stated in the excerpts below from the testimony by the Sierra members who have represented the Ozark Chapter: Carla, Wallace, and Ron. Sierra Club members will want to pay close attention to this task force and its recommendations. As we stated to the members of the task force, they are dealing with issues that will have a major impact on how polluted or clean our future will be, and on how prosperous or economically depressed our future will be.

Excerpts from Carla Klein's talk:

If we make the right energy choices today, we can have cleaner air, less global warming pollution, more vibrant public lands and reasonably priced power far into the future. Unfortunately, the energy plans put forth by the majority of energy suppliers and producers at last month's task force meeting will not accomplish these goals. Their plans focused on the wrong choices — to produce more coal, oil, gas and nuclear power — with insufficient emphasis on energy efficiency and cleaner alternatives.

We have a multitude of energy choices at our disposal and when I heard expressions like "home grown" energy, "true investments in our future" and "the need to diversify our energy supply" I was very encouraged. Later,

I was disappointed to find out that the home grown diversified energy sources being referred to meant nothing more than burning more coal. There was no mention of clean renewable energy or using energy-efficient technology as a major tool to reduce energy consumption. The energy choices put forth for Missouri seemed to be focused on only those options that harm our public health and the environment.

We can all appreciate that businesses need to make a profit and that in order to stay competitive they must try to keep costs down. The problem is the real cost of using cheap, dirty energy is not being addressed.

Two of the most polluting forms of energy used in the state of Missouri come from the burning of fossil fuels; the coal we burn for energy production and the gasoline we burn for transportation. I would like for the members of the task force to fully consider the harmful effects of these energy sources on our health and the environment and weigh this evidence in determining the best choices for Missouri's energy future.

No other source of pollution causes as many adverse health effects as coal-burning power plants. Coal is America's dirtiest energy source and also our largest — generating 52 percent of the nation's electricity and accounting for 85% of Missouri's electricity. Coal-burning power plants are the single biggest source of industrial air pollution. Coal produces pollution when it is mined, transported, burned and when the waste from burning is disposed.

Pollution from electric power plants kills 30,000 Americans every year, including approximately 900 people in Missouri and 454 in St. Louis. These numbers place St. Louis eighth in a ranking of metropolitan areas for premature deaths caused by power plant pollution. More people die as a result of the pollution from power plants than from drunk driving or homicides every year.

Transportation is the second largest global warming pollutant in the state. According to the Department of Natural Resources, transportation was the largest consumer of energy in the state of Missouri in 1990 — accounting for 41% of energy consumption. Each gallon of gas burned pumps 28 pounds of CO₂ into the atmosphere. Studies show that Missouri's cars are less efficient than the national average. In 1990, Missouri automobiles averaged 19 miles per gallon compared to 21 miles per gallon nationwide.

Humans, through our energy use activities, are having a global impact. If we continue at our current rates the warming of our planet will adversely affect every aspect of the world we leave to our children. The impacts from our energy demands indeed are far reaching and the decision making process must include these environmental and health threats.

As we continue to see the build-up of greenhouse gases in our atmosphere and the

long-term impacts we are imposing on future generations we must demand that we use our energy more efficiently.

Excerpts from Wallace McMullen's presentation:

We want an energy system that does not pollute the air, cause global warming, or generate toxic radioactive waste as an integral part of generating electricity.

The existing market structure is a major failure in that the health, environmental and other external costs are not included in the price of electricity or gasoline. Along with other barriers, this makes it difficult for renewable energy to compete, and dampens interest in energy efficiency.

We need to work for an electricity system we can live with — one that is clean, non-polluting, and doesn't damage the climate.

Compared to oil and coal, renewable energy produces tiny amounts of the pollutants that presently impair the health of people, degrade our lakes and forests, lower crop yields, and damage buildings, bridges, and other structures. Of course, renewable energy doesn't produce greenhouse gases.

The existing market structure assigns no costs to health and environmental damages, but the costs to the citizens of our state are very real.

The "supply side" approach — building large new electricity generating stations — is typically the slowest, most costly, and most environmentally damaging way to generate more power. The state needs adequate energy resources in the future to maintain a healthy economy, but we can have the most positive effect by pursuing efficiency and renewable sources.

I exhort this distinguished panel to make recommendations which go beyond tinkering around the edges, and I hope that our current administration will undertake vigorous leadership on these issues.

I have a series of specific proposals for your consideration, pertaining primarily to the use of solar power, wind power, and energy efficiency. These recommendations can be categorized into three broad classifications of action:

1. Let's build the energy system we want in our future.
2. We need the state government to expand its role as an active actor.
3. We need to clear away barriers that block the adoption of efficiency and renewables.

Since we need to aggressively pursue a better energy system, I suggest we should:

Subsidize clean power. Implement a "Dirty Power" charge on electricity from coal-fired power plants, and use it to subsidize electricity produced by wind or photovoltaic generation.

If sufficient wind or photovoltaic electricity is not being commercially produced in the state to use up the subsidy, then it should be used each year for installing photovoltaic generation for state facilities, which will

continued on page 4.....Energy Task Force

reduce the state's electricity bill and boost the photovoltaic industry in Missouri at the same time.

I suggest a good rate for this carbon tax would be the same rate as the nuclear decommissioning fee that we all pay in the urban areas of the state: 0.02¢/Kwh. There is considerable poetic justice in requiring a payment to offset dirty generation of the same magnitude as the fee for the long-term costs of a radioactive generating facility. This is relatively a pretty tiny amount per customer—it would add only \$.08 (8¢) to a typical monthly residential bill, assuming usage of 400 Kwh per month. But it would aggregate to at least \$6 million per year, enough to have a real impact.

We already have franchise fees, decommissioning charges, utility taxes, and other such charges added to every customer's electric bill in the state. Adding another small charge would be just a minimal administrative task for the electric utilities and electric co-ops. This would be charging dirty coal-fired generation a little extra for their undesirable external costs and subsidizing the generation system we want, which is eminently good public policy.

wPursue renewable manufacturing. Missouri should actively pursue photovoltaic (PV) equipment and fuel cell manufacturers with economic incentives. Chicago recently landed a major manufacturer of photovoltaic equipment, Spire Solar, which developed a new plant in a brownfield area because the city guaranteed to purchase a quantity of photovoltaic panels each year, which are to be used on public schools, museums, and public buildings.

This type of economic development should be actively pursued by the Department of Economic Development and the DNR. The financial resources in my first recommendation could help provide the economic incentives—other state programs such as Tax Incremental Financing, and the Federal Brownfield Programs ought to be applicable. If existing state programs are insufficient, recommending a relatively small amount of General Revenue to support such programs could generate a great deal of investment.

I Pay more attention to energy issues. We need expanded support for DNR's Energy Center and more status for the work that they do—it should be given a larger role in dealing with the issues that this task force is addressing. The staff there have spent years looking into these questions, and have developed considerable expertise in how the energy problems of the state might be effectively addressed. We recommend an economist specializing in energy issues be added to the staff of the Energy Center, and that the DNR Energy Center be given a higher profile role in the policy development process of Governor Holden's Administration, with sufficient funding to support this important work.

Excerpts from Ron McLinden's testimony:

I believe the work of this task force is of

strategic importance. I believe that what is at stake is nothing less than Missouri's future economic security. And I believe our economic security depends as much on energy efficiency as it does on access to energy supplies.

I Energy and Resource Efficiency—If we are to remain competitive in a global economy we must become more resource efficient.

wThe idea of resource efficiency is described at length in a recent book, *Natural Capitalism*, by Paul Hawken and Hunter and Amory Lovins. A central premise of their book is that nature and natural systems are part of the capital that the human economy relies on, and that while we take care to protect the other forms of capital that we use—land, labor, equipment—we have not fully recognized the need to preserve “natural capital” that we take for granted.

wNature and natural systems provide services to our economy worth some \$36 trillion per year, nearly as much as the \$39 trillion estimated annual output of the global human economy. Just one example of a service provided by natural systems is the cycle by which water evaporates, is transported by air currents, and falls back upon the earth to water forests and grasslands and crops. What would be the cost if we had to find and distribute that water without the assistance of this natural cycle?

wEfficiency is a strategy that fits hand in glove with all of the other energy strategies that you are likely to recommend—assuring supply, alternative fuels, and renewable sources.

wIt's imperative that we make our economy as energy and resource efficient as possible. The good news, according to the authors, is that we can reduce our energy needs to one fourth what we use now—maybe even one tenth—if we will think more holistically about our needs and how we meet them.

wConsuming more energy doesn't guarantee us a stronger economy, or a higher standard of living, or more satisfying lives. Perhaps that's worth repeating: Consuming more energy doesn't guarantee us a stronger economy, or a higher standard of living, or more satisfying lives. In fact, consuming more energy than we really need might actually put our economy at risk and result in a lower standard of living and less satisfying lives for future generations.

wA major goal of our society should be to reduce our use of energy—and of other resources—while maintaining or enhancing our overall quality of life.

I The Energy Implications of Urban Sprawl—I want to talk now about an element of our economy that's a particular interest of mine, the physical structure—the geographic layout—of our economy. I'm talking about the pattern of development of our cities and towns. In plain language I'm talking about urban sprawl.

wSprawl is characterized as relatively low density development that has its various types of land use separated from one another, and that as a result is highly dependent on motorized transportation. Nearly every city and town in Missouri that

is not actually shriveling up is sprawling. wDuring the years since the energy crisis of the 1970's, the American economy has made significant advances in improving the energy efficiency of its industrial processes, of its buildings, and of its vehicles. Those are all things that are more or less within the control of private enterprise—with some occasional nudging from government, such as CAFE standards for motor vehicles.

wIronically, our economy tends to operate as if the principles of efficiency apply only within the boundaries of individual private enterprises. Meanwhile, out in the public realm we have been making our human settlements less efficient, more energy dependent. In fact, the energy savings from our more efficient industrial processes, buildings, and vehicles are almost cancelled out by the inefficiencies we continue to build into our cities and towns.

wConsider a few statistics:

1. The St. Louis metro area population grew 35 percent between 1950 and 1990. Meanwhile the urbanized land area grew more than 350 percent, ten times as fast. That's a lot of extra distance we've been putting between ourselves.
2. The transportation consequences are just what you'd expect. During the 21 years between 1969 and 1990, the U.S. population grew by 21 percent. But during that period the number of miles driven by household vehicles—the vehicles that you and I own—grew by 82 percent, four times as fast.
3. Here in Missouri, MoDOT reports that vehicle travel has been growing even faster—8 times as fast as population.

wThe transportation component of sprawl is one of its more troublesome characteristics. Sprawl makes it hard to do almost anything without getting in a car. Consider where you shop for groceries. If you also need to get something across the street from the grocery store, can you walk there, or do you drive? Is it safe to walk anywhere? Can kids walk or ride a bike to school? Or to soccer practice? The affluence that has put several cars in every driveway has been devastating to our public transit systems. And the changes in development patterns—with new jobs in the suburbs and low-income people still living in the urban core—means that a lot of low-wage workers have to ride the bus an hour or two every morning and every evening, making two or three transfers in the process, just to get to work.

wContinued growth at the edges of our cities and towns is costly, especially when it occurs at a faster rate than population growth. Such physical expansion of a town requires new roads, new water and sewer lines, new electric and phone and gas and cable lines, and new fire stations and schools and libraries. All of us pay for much of this new infrastructure. Yes, there might be a utility connection fee or a development impact fee, but such fees usually don't pay the full cost.

wConsider roads. If I choose to drive to work instead of taking the bus, I make my three mile commute over existing city streets—

streets that were built and maintained using primarily a tax on real estate. But if I move to a new house in exurbia, I suddenly expect to make my 25 mile commute at a speed of 65 or 70 miles per hour on a very expensive highway that has costly bridges and interchanges in place of simple intersections with stop signs.

And we keep doing it. One of the most significant factors in contributing to sprawl is an unwritten MoDOT policy that they don't even realize they have. Their policy is that they will do their utmost to provide highway capacity to meet the needs of all the motorists that can be expected to present themselves on the state highway system. And the expectation that this policy will continue fuels the sprawl cycle. The result is inefficient settlement patterns, and that doesn't contribute to a competitive state economy.

MoDOT's most recent estimate of transportation needs concludes that they need \$1.5 billion in new revenue each year to meet those needs. The General Assembly has balked at the idea of increasing taxes, so MoDOT is having to make tough decisions. Fortunately, they are choosing to preserve existing roads and bridges as their first priority. Eventually that will help rein in urban sprawl, so maybe it's not such a bad thing MoDOT can't afford all the roads people want.

Missouri needs to address its urban growth issues in a very deliberate manner — not just to assure that our cities remain viable places for human habitation and economic activity, but to preserve them for their very energy efficiency. An urban center that has good public transit, that has stores and shops and services

available within a short walk or bike trip of its citizens — such an urban center can attract people for whom the “suburban dream” has come to look more like a nightmare of long commutes, congested streets, and rising taxes.

We need to support the renaissance of our urban centers. So I was glad to hear Governor Holden say a year ago that he intends to formulate Missouri's first comprehensive urban policy.

Recommendations — I have just a few recommendations to make to you as you write your report.

1. I recommend that you take seriously the world economy, and the global factors that will affect us in the future. I outlined some of them, at least as I see them. Humankind faces unprecedented challenges — global warming, for instance — and we disregard them at our peril.
2. I recommend that you place the highest possible priority on promoting energy efficiency. Whether you accept any of my concerns or not, there simply is no risk in making Missouri a more energy and resource efficient state.
3. I recommend that you support formation of a Missouri partnership for energy efficiency to carry the message that “energy efficiency pays” to every town in the state. Such a partnership might have the Departments of Natural Resources and Economic Development working with business associations and chambers of commerce to improve energy efficiency. My hope is that this message would be conveyed with a passion that borders on evangelism.

4. I recommend that you support formation of a permanent coalition of organizations to work on energy policies and programs. This would be consistent with one of the Governor's platform commitments, to revitalize the Missouri Energy Futures Coalition.

5. I recommend that you give the strongest possible support for an inter-agency body to develop policies and programs to make our whole economy more efficient by encouraging Smart Growth principles in our cities and towns.

Conclusion — We need to free our economy and our communities from the current built environment that requires us to be dependent on motor vehicles to get from life activity to life activity — school, work, play, culture, and shopping. We need to evolve away from that dominant pattern and toward cities and towns that require less energy by design. Gandhi once said, “There's more to life than increasing the speed of it.” We need to move beyond the “bigger/faster/more is better” mind-set that underlies so much of our economy, and move toward an economy that meets our physical needs while serving the higher purposes of life that we typically look to religion and philosophy to define. The task is great. The stakes are great. We must begin.

Wallace can be reached at mcmulw@socket.net. —

AmerenUE's Pump Storage Project Threatens State Parks

by Dave Bedan

On June 11, 2001, Ameren Development Company, a subsidiary of St. Louis based Ameren Corporation, announced that it had filed a request with the Federal Energy Regulatory Commission (FERC) for a preliminary permit that would pave the way for an evaluation on whether to build a new pumped-storage hydroelectric plant. The site for the plant would be in Reynolds County on Church Mountain and on Taum Sauk Creek between Taum Sauk Mountain State Park and Johnson Shut-ins State Park. The northeast one fourth of Church Mountain is owned by the Missouri Department of Natural Resources as part of Taum Sauk State Park. For those who are familiar with area, this new project would be a few miles south of AmerenUE's existing pumped-storage hydroelectric plant on Proffit Mountain.

The \$100,000,000 project would level off the top of Church Mountain to build an upper reservoir and dam up Taum Sauk Creek to build a lower reservoir. Pipes and turbines would connect the reservoirs. On summer nights, during periods of low demand for electricity, water would be pumped from the lower reservoir to the upper reservoir. During the day, when demand is at its peak, water would be run back down to generate electricity. The capacity of the generating plant could be as much as 770 megawatts of electricity. However, these plants generate at a net loss of electricity, feasible only because of periods of peak

air conditioning demands.

The two reservoirs, generating plant, roads and pipelines could directly impact about 500 acres in this scenic area of the St. Francis Mountains, the oldest part of the Ozarks. This monstrosity would loom high over the Taum Sauk valley and be visible from almost every open



vantage point on the Taum Sauk section of the Ozark Trail. Besides being a major intrusion upon the scenic integrity of the park, the project would directly impact Taum Sauk Creek, a permanent, crystal clear headwater stream coursing 5.5 miles through Taum Sauk State Park. The watershed is nearly completely protected in state park ownership. The stream is designated for its aquatic significance both as a Natural Area and as Outstanding State Resource Waters.

The project would require about eight years to construct. Ameren wants to determine by late 2002 or early 2003 whether to build the project. But there will be several regulatory requirements that should allow for public input. I would assume that, because of the need for a FERC permit, this project would require an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). Building the lower reservoir would also require a 404 permit from the Corps of Engineers. And the dams would require dam safety permits from DNR. And since the Missouri Clean Water Commission has designated Taum Sauk Creek as Outstanding State Resource Waters, those special water quality regulations might afford it additional protection. The regulations state that these waters shall receive special protection against any degradation in quality. Also, the entire park, including the eastern flanks of Church Mountain, is designated by the state as the St. Francois Mountain Landscape Natural Area — the largest in the state. —

Plug the Tub, Reduce the Need, Lower the River

by Ron McLinden

If you're like me, you probably remember having "story problems" in math class. One such problem might read as follows. "You need to fill a bathtub, but you don't have a plug. The faucet has a flow rate of two gallons per minute, and the open drain has a flow rate of one gallon per minute. How many minutes will it take to get 20 gallons of water in the tub?" The answer, of course, is that you have a net gain of one gallon per minute, so it will take 20 minutes to get 20 gallons in the tub. During that time you will have also lost 20 gallons down the open drain.

In real life nobody would think of trying to fill a tub without doing something—anything—to plug the drain.

But oddly enough, it seems that right here in real life there actually are people who want to do essentially just that: fill the tub without first plugging the leak.

Consider a few examples:

INational energy policy. The Administration's current proposal does indeed include some provisions and incentives for energy conservation. But when compared to the measures to increase energy supply, they tend to be relatively token measures. And a lot of them might not be there at all but for the insistence of ordinary citizens who understand that reducing our use of energy should be a prerequisite before we talk about increasing supply. Instead of embracing energy efficiency, Administration officials still tend to talk about conservation, pooh-poohing it as virtuous but inadequate. The potential for energy efficiency is largely overlooked, even in the face of the fact that efficiency is a bottom-line business value—as All-American as baseball and apple pie and stock options for CEO's.

ISurface transportation policy. In spite of growing evidence—and even admission on the part of highway engineers—that we in the U.S. cannot build our way out of traffic congestion, we still have people who want to vastly expand our highway systems. There's a nagging fear, perhaps, that to do otherwise

would be to admit that we made bad decisions half a century ago when we allowed streetcar tracks all over the United States to be ripped up.

ILight rail vs highways. By the time you read this, the votes will have long since been counted in Kansas City on a half-cent sales tax proposal to build the first 24 miles of a light rail transit system for the city. Critics had pointed out that it would have carried only one percent of the region's citizens and would have had little or no impact on traffic congestion. Their pronouncements appeared to have assumed that light rail's benefits would have been limited to what would have happened during the first month of operation. In reality, light rail should not be expected to have great immediate benefits. Instead, it should be viewed as a strategic investment that a city makes in order to create and reinforce a strong and vibrant urban corridor that will attract many of the citizens—Seinfeld generation and empty-nesters alike—who have experienced this kind of living elsewhere and actually prefer it. Over a period of 10 or 20 years the impact would be more people living and working in an urban corridor where they can meet most of their daily needs without having to get into a car. There will still be congestion after construction of a light rail system, of course, but far less than there might be otherwise. And the urban center will be a much more exciting and visitor friendly place in the bargain.

IMaterial consumption. How many of us consume things that we really don't need—or things we don't need in the form in which we consume them? One of my favorite examples is soft drinks. (I am not innocent here, and I'm quite willing to admit to my transgressions.) Our bodies need water, along with nutrients. We experience the need for water as thirst. But when we are thirsty, do we drink a glass of water from the tap? More often than not the typical American goes to the refrigerator or a vending machine and gets a cold, industrially processed, sweetened, carbonated beverage, usually

packaged in a disposable container. We've been indoctrinated to believe that "Beverage X" is the answer to the problem of thirst.

IElectricity. With at least three major electric generating plants on the drawing boards for Missouri—and the Bush Administration's estimate of the need for well over 1000 new plants in the next couple of decades—it makes sense to re-examine how we use electricity. Electronic communication requires electricity. Almost everything else, however, can use some other form of energy. Energy losses associated with electricity—transportation of coal, heat losses during the generation process, losses over the transmission lines—all add up, and they call into question whether an energy source like natural gas would be more efficiently used directly in heating and cooling than to power electric "peaking" plants. At a recent meeting of the Missouri Energy Policy Task Force a representative of a gas utility made precisely that point. In addition, a lot of energy uses in buildings can be reduced by simply designing the building more carefully in the first place. Yes, the architect or engineer has to take a bit more care, but the payoff usually comes in the form of lower operating costs over the life of the building, and often even the ability to save on initial costs by down-sizing the heating and air conditioning systems that have to be installed.

Years ago there was a Jerry Lewis movie entitled *Don't Raise the Bridge, Lower the River*. I've never seen the movie—in fact, I've been advised that it's not worth seeing—but I've always loved that title. It implies so clearly that there are different ways of approaching a problem.

We need to re-define a lot of our "problems" if we're going to meet the needs of the 6.1 billion current human inhabitants of our planet—and if we're going to do so in a way that more equitably distributes the resources of the planet among our global neighbors.

Failure to do so will be folly. You can reach Ron at Ron_McLinden@kcmo.org. —

Breast-feeding and the Environment

by Gina DeBarthe

Recent research has demonstrated the many benefits of breast-feeding. In fact the American Academy of Pediatrics now recommends breast milk for at least the first year. Breast-feeding has been shown to reduce ear infections, colds and other illness and diseases, including childhood leukemia. It also reduces the chances of an infant dying from Sudden Infant Death Syndrome. The benefits also extend to the mother as she, too, has a reduced chance of developing ovarian cancer and pre-menopausal breast cancer. One thing about breast-feeding that is less emphasized is the environmental benefit. Yes, breast milk is environmentally-friendly!

Breast milk requires no packaging. Trees don't need to be cut down to make cardboard



and aluminum doesn't need to be mined and processed. Every three million babies that are bottle-fed use 450 million cans of formula requiring 70,000 tons of metal. Breast-feeding eliminates the need for shipping from a factory to a store to the home. So you don't have to worry about adding more global warming carbon dioxide to the atmosphere. (Maybe the President should encourage breast-feeding as a way to reduce carbon dioxide emissions.)

No animals are exploited in the manufacture of breast milk. There are no confined animal feeding operations filled with cows, producing waste that ends up polluting nearby streams.

Lastly, breast-feeding helps curb population growth. Breast-feeding suppresses ovulation for varying lengths of time and reduces a woman's fertility accordingly. In cultures where breast-feeding is the norm, the average age between siblings is four years; due in part to suppression of ovulation and in part to discouragement of sexual intercourse while the mother is breast-feeding.

Now, here is the best part: not only is breast milk the most nutritionally complete food for infants, and not only is it environmentally friendly, it is free! Even if you are an adoptive parent you, too, can breast-feed. Just contact your local La Leche League for more information. Gina can be reached at: GMDebarthe@aol.com. —

Conservation is Conservative (Not all Republicans are Anti-environmental)

by Alan Journet

“**C**onservation is Conservative” is more than an idle phrase; it is the trade name under which REP America operates. For many years the leadership of the Republican Party (both at the federal and state levels) has given the clear impression that they consider that environmental and human health protection are not issues about which their party should care. As a result, they have abdicated these areas, leaving them to the Democratic Party—sometimes more by default than as a result of positive actions on the part of the latter. However, the Republican Party does, indeed, contain some members with a more enlightened and sensitive view than is possessed by its leadership when it comes to issues of critical importance to Sierra Club members. These folks have joined under the banner of Republicans for Environmental Protection—hence REP America which offers the disclaimer that it is an independent organization that has no affiliation with the Republican National Committee or any state or local political party. The defection of Senator Jim Jeffords from the Republican Party should serve as a warning to the Republican Party leaders that they are out of step with many rank and file members within their party.

Echoing the views of many environmentalists, the REP America brochure states, “Conservation is as American as Apple Pie. But, too often, the environment suffers from partisan bickering.” The group regrets that self-proclaimed conservatives have labeled environmental protection a “liberal cause” leaving “liberals to lay claim to the environment as a private political preserve.”

A recent brochure quotes Republican leaders at the forefront of the conservation movement, using them to illustrate the principle that this is not a partisan issue. Not surprisingly, Theodore Roosevelt is one of the more quoted of these: “Conservation is a great moral issue, for it involves the patriotic duty of insuring the safety and continuity of the nation. When I hear of the destruction of a species, I feel just as if the works of some great writer had perished.”

The list of conservation-minded Republican leaders includes:

- 1 President Abraham Lincoln who protected Yosemite Valley (1864).
- 1 President Ulysses S. Grant who signed a bill establishing Yellowstone National Park (1872).
- 1 President Benjamin Harrison who signed the Forest Reserve Act (1891).
- 1 President Theodore Roosevelt who established Pelican Island as the first National Wildlife Refuge (1903) and established the Grand Canyon in 1908 as one of his 18 Monuments.
- 1 The Republican Congress of 1906 which gave presidents the authority to designate National Monuments.
- 1 President Herbert Hoover who established the second Grand Canyon National Monument in 1932.
- 1 President Eisenhower who protected the Arctic National Wildlife refuge in 1960.

1 The list continues to the Presidency of Richard M. Nixon, which saw the establishment of the Clean Air Act setting auto emission limits and standards for cleaning up the air, the National Environmental Policy Act requiring federal agencies to study the environmental impact of projects and examines less harmful alternatives, the Environmental Pesticide Control Act authorizing health and environmental standards for farm chemicals, and the Endangered Species Act mandating science-based actions to prevent the extinction of wildlife. Nixon stated in 1970 “The 1970’s must be the years when America pays its debt to the past by reclaiming the purity of its air, its waters, and our living environment. It is literally now or never.”

The loss of conservation as a Republican issue seems to have occurred during the Presidency of Ronald Reagan, and especially the term of his Interior Secretary, James Watt. Evidently both Republican leaders failed to see the connection between a healthy environment and a strong economy. The Newt Gingrich-led resurgence in Republicanism in Congress followed the Reagan view. It was not until 1995 that Newt Gingrich himself finally realized the error of his ways when he stated “We blew it. Give us low marks. We messed up on the environment.”

However, despite the ascendance of the Reagan forces and their anti-environmental views, a core of Republicans with environmental concerns continued to hold office. Even President George H.W. Bush signed Clean Air Act re-authorization in 1990. Meanwhile during the period 1995–1999, when the Republican-led Congress mounted all manner of assaults on the environment through such actions as anti-environmental riders attached to funding bills, a small group of representatives, led by Rep. Sherwood Boehlert led the resistance.

REP America lists the worst ideas of these anti-environmental years as:

- 1 “Riders”—unpopular bills tacked on to “must-pass” legislation to cripple EPA and other environmental programs.
- 1 Prohibiting EPA from studying climate change science.
- 1 Exemption of national forest logging from environmental laws.
- 1 A commission to close national parks.
- 1 Federalization of local land-use decision-making.
- 1 Rollbacks in clean water standards.
- 1 Weakening of the Endangered Species Act.
- 1 Taxpayer subsidies for timber, mining, and grazing on public lands.
- 1 Legalization of chemicals that harm the protective ozone layer.
- 1 Repeal of 1990 Clean Air Act.
- 1 Blocking efforts to increase vehicle fuel efficiency.

What the REP America group recognizes is that our natural resources constitute the Natural Capital from which our economic health flows. Conservatism, therefore, demands that these

resources be subjected to wise stewardship; this does not include the plunder and mismanagement of these resources for short-term economic profit.

The group identifies the following current issues as critical:

- 1 The growing scientific consensus that climate change is real and present, and must be addressed.
- 1 The increasing rate of species extinctions.
- 1 The vast number of persistent chemicals introduced into the environment, many of which interfere with vital life processes by serving, for example, as “endocrine disruptors.”

REP America offers a series of conservative solutions for environmental issues, many of which are coincident with the views of those in the environmental community:

Wildlife and Resource Management:

- 1 Abolition of subsidies for logging, mining, and grazing on public lands.
- 1 An end to wasteful and harmful road building on federal lands and permanent protection of roadless areas.
- 1 Full funding for the Land And Water Conservation Fund, half going to state and localities.
- 1 Incentives for brownfields reclamation and wildlife conservation on private property.

Clean, Efficient Energy:

- 1 End all forms of fossil fuel subsidies and strengthen efficiency standards for vehicles, lighting, appliances, and motors.
- 1 Provide tax credits for buildings and equipment that exceed energy efficiency standards.
- 1 Convert federal fleets to hybrid and alternative fuel vehicles. Use solar and wind power at federal facilities.
- 1 Develop a fair, effective carbon trading system for real reductions in greenhouse gas emissions.

Learning from Nature:

- 1 Increase research into bio-based and “bio-mimicking” design and manufacturing.
- 1 Phase out persistent, bio-accumulative toxins; clean up hazardous waste sites.
- 1 Set a precautionary standard requiring safety testing before chemicals are marketed.
- 1 Reform regulatory structures to set high standards, encourage innovation, and prevent environmental harm before it occurs.

Over the last few decades it has become increasingly difficult for environmentalists to find members of the Republican Party that they can endorse. It is for this reason that organizations such as the non-partisan League of Conservation Voters have frequently found themselves endorsing a vast number of Democratic candidates but few Republicans. However the platform articulated by REP America constitutes an illuminating document. Clearly, environmentalists have much in common with this group. From amongst their membership we undoubtedly will find many politicians who we can comfortably endorse. For more information, you might wish to contact marREP@aol.com or <http://www.repamerica.org/> You can reach Alan at ajournet@biology.semo.edu.

Humans have a choice when it comes to protecting the land. Nature doesn't.

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America's Undeclared War — What's Killing Our Cities and How We Can Stop It

by Daniel Lazare

reviewed by Cheryl Hammond

Henry Ford stated, "The modern city is the most unlovely and artificial sight this planet affords. The ultimate solution is to abandon it. We shall solve the city problem by leaving the city." With Henry Ford's help, modern America has, indeed, abandoned the city.

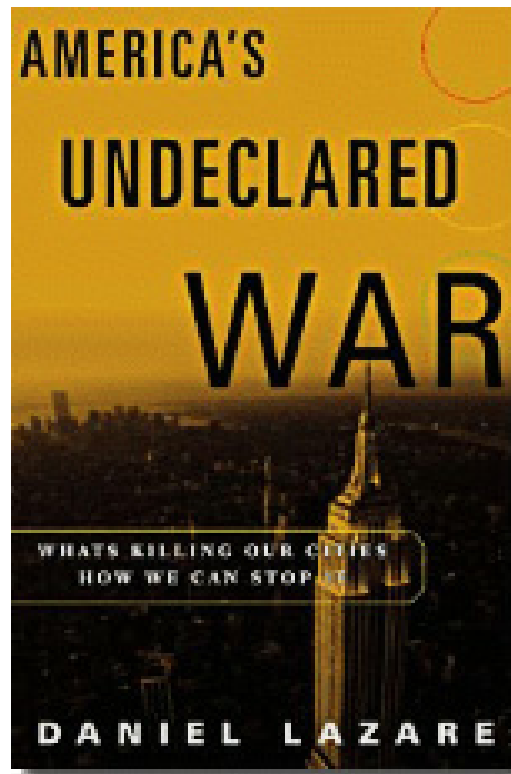
Daniel Lazare has written a very readable book which explores the devastating effects of the automobile on cities and has comprehensively answered the question posed in the book subtitle. He also explores in depth the hostility of reformers and progressives to cities and how these reformers encouraged government policies to move people away from city cores. He explains the social and economic consequences of America's move to the suburbs.

At the beginning of the 20th century, efficient organization of industry was inconceivable without concentration of activity in cities. Urban demographer Adna Weber predicted cities would continue to grow and any other alternative was "too remote to be predicted." How limited are our powers to see into the future!

Henry Ford, an ordinary mechanic with no formal training, not only built an industrial empire, but created a transformation of our social, economic, and physical landscape.

The automobile easily shoved other modes of transport off the road. It gave ordinary individuals tremendous motive power, but created immense

costs. Soon streets had to be widened and sidewalks narrowed to make room for more cars. Trolley riders suffered the congestion due to automobiles just as much as those in the cars. Already in 1907 traffic fatalities reached more than 700 annually in New York City alone.



Three-fourths of the fatalities were children who still thought it was safe to play in the streets.

As early as 1913, travel writers were noting the traffic paralysis in city after city. The wonderful efficiency of the cities began to decline. For example, bridges accommodated fewer and fewer persons per day as automobile usage increased. Cars took up ten to twenty times the space per passenger as a trolley.

Automobiles are a poor fit for cities. As Americans have switched to car transport, they have moved out of the cities and moved to locations which better fit the automobile.

A century ago, no urban planner spent a moment thinking about how to draw people into the city. The city was overflowing with jobs and people. In fact, social workers and reformers wrote of the benefits of decentralizing the population away from the cities, drawing inspiration from Thomas Jefferson's agrarian ideal. Jefferson's influence was so strong then and today that we can overlook that the early founders of this country had other ideals besides Jefferson's. For example, the New England Puritans required colonists to settle in compact communities surrounding a church.

Today, our government-built highway systems continue to support automobile dependence and create more areas where no other means of transport is practical. Lazare does not have many good solutions, but his well researched study will help us find the answers.

America's Undeclared War, Daniel Lazare, published by Harcourt, copyright 2001. E-mail Cheryl Hammond at info@todaydata.com. —

Bush Administration Takes Aim at Our Last Wild Forests

Your Letters Are Urgently Needed

Once again our National Forests need your help! You can help ensure that our last wild forests are protected for future generations, not logged for short-term profit. The Bush Administration is moving to sacrifice the last wild areas of our National Forests to clear-cut logging, roadbuilding, and other destructive activities. In January 2001, former President Clinton finalized the Wild Forest Protection Plan to protect nearly 60 million acres of unspoiled National Forests. This plan was the direct result of a tremendous outpouring of public support from more than one million Americans including hundreds of thousands of Sierra Club members. Yet the Bush Administration is ignoring public sentiment and moving to kill the rule and its protections. You can help turn back these attacks by writing a letter to the Forest Service.

Our National Forests already contain more than nine times more miles of roads than our country's interstate highway system. The Wild Forest Protection Plan is a national policy to protect the last wild areas in our National Forests from damaging activities. But the Bush Administration wants to put these management decisions back in the hands of individual forest supervisors, leaving our last wild forests vulnerable to being chipped away at, forest by forest, timber sale by timber sale.

The Bush Administration is accepting public comments from now through September 10th. Please address your individual letters to Forest

Service Chief Dale Bosworth. Following are some points to address in your letters. Please personalize letters with information about why you value wild forests: such as for hiking, camping, photography, hunting, fishing, sources of clean water, places to enjoy quiet, and study ecology. Also, please add information about National Forests that you have visited. Finally, please remember to include your name and address. Thanks for your help!



I oppose any changes to the Roadless Area Conservation Rule as published in the Federal Register on January 12, 2001. Please fully and immediately implement this landmark conservation rule on all National Forests, including Alaska's Tongass.

I The last wild roadless areas of our National Forests should be protected because they purify our drinking water, provide our fami-

lies with places to hike, hunt, fish, and camp, and give homes to fish and wildlife, including endangered species like grizzly bear and salmon.

I The current rule already contains provisions to address wildfires and forest health.

I I believe it is critical to have national guidelines for roadless areas, and I oppose modifying the rule to allow forest-by-forest decisions on whether to log, build roads in, or otherwise develop these pristine areas.

I Over half of our national forest lands are already open to logging, mining, roadbuilding and other development. The 58.5 million acres protected by the roadless rule should remain protected from logging and other destructive activities.

I Please count this as an official comment on the Advanced Notice of Proposed Rulemaking.

ADDRESS INFORMATION:

Please send letters directly to the Forest Service at:

USDA—Forest Service — CAT

Attention: Roadless ANPR Comments

P.O. Box 221090, Salt Lake City, Utah, 84122

Or, send e-mail to roadless_anpr@fs.fed.us

Or, send a fax to 1(801)296-4090,

Attention: Roadless ANPR Comments.

You can also send a letter to the Forest Service through the Sierra Club's Action webpage at <http://whistler.sierraclub.org:8080/takeaction/wildlands/index4.jsp>. —

The Hole.....continued from page 1

cracks, and without comment or seeking permission, they posted the area with “No Trespassing” signs. K–MI has since argued that the appearance of the hole at the time of well operation was just a coincidence. Maybe to conceal the evidence, and maybe so they would appear to be good neighbors, K–MI offered to apply a band–aid solution, and fill the hole. According to DNR, however, sinkholes such as this are almost always man–made events; filling rarely prevents recurrence.



The hole, about 30 feet in diameter and 20 feet in depth, is now surrounded by the Seabaugh soybean crop. When the rains came, it both filled and expanded due to the collapse inwards of unstable walls.

Photo by Alan Journet

K–MI and State Senator Peter Kinder, a relative (though distant), have been trying to persuade the Governor and the Missouri Department of Natural Resources to undermine, minimize, or ignore air quality regulations. However, the initial air emission permit application filed by K–MI was returned by the DNR–DEQ (Division of Environmental Quality) as unacceptable. Apparently, K–MI argued that, since the power plant would be burning natural gas, it should be permitted to operate free of controls. Furthermore, the company argued that Missouri should not be allowed to enforce its own clean air regulations since these are more stringent than the minimal federal EPA regulations. Apparently, when state regulations are inferior to federal regulations, corporations want the “one size fits all” federal regulations that they whine about much of the time. Of course, other power plants constructed in Missouri have met the state requirements. The K–MI claim was made despite the acknowledgement that, if operated as planned, the facility would release some 500 tons of smog–inducing oxides of nitrogen (NOx) and carbon (COx) into the air of Southeast Missouri per year. These gases would inevitably drift northeast in the prevailing winds and pollute the air of the only local urban centers of Cape Girardeau and Jackson.

Rather than install cleaning devices (catalytic scrubbers) one suggestion proposed by DNR, in order to meet their air pollution requirements K–MI may elect to operate the plant for fewer hours. This option allows them to evade what they claim is the prohibitive expense of installing pollution controls. However the proposal additionally calls for installation of a back–up diesel generator that the application claims would only be operated during emergencies. These are much more serious sources of air pollutants than is the natural gas.

In July, Kinder Morgan filed an administrative appeal with the Missouri Air Conservation Commission, challenging the DNR staff denial of their permit application. Meanwhile, MODNR–DEQ recently issued a Notice of Violation to Kinder Morgan because the company

began construction (drilling wells) prior to the issuance of an air permit. MODNR also was concerned that “contracts related to the supply of electricity from this plant” might be in violation of construction permit rules.

A major concern regarding this project is its relation to the push for energy de–regulation in Missouri—a proposal also driven by Senator Kinder. Should this happen, the concern is that the energy industry will be able to manipulate supply in order to fabricate shortages and create an energy emergency. Energy companies could then use this trumped up emergency as a basis for demanding reduction in the enforcement of environmental regulations—just as has been the case both in California and nationally with the Bush–Cheney drive to increase polluting energy production. If this were to occur, K–MI potentially could then operate the plant at full capacity, pumping out all the noxious gases it defined in its initial permit application—and more! As an Independent Power Producer, K–MI is not bound by regulations imposed on utility companies by the Public Service Commission, the agency that determines the rates that utilities may charge. The interest of IPP companies is solely in profit, a goal that is more easily achieved under energy de–regulation.

As proposed, the plant would have a voracious appetite for water since it would require 2,800 gallons per minute (approximately one and a half million gallons over a 10 hour shift—for comparison, the Missouri discharge at Booneville under low flow conditions is approximately 50 million gallons per minute). When test–wells were operated, the water table in the immediate vicinity dropped 6 – 9 feet. Unfortunately, according to Missouri law, there is no penalty or impediment should an individual or company lower the water table and leave high and dry the drinking or irrigation wells of neighbors. As of this writing, Kinder–Morgan has not submitted a permit request to allow the discharge of the volume of heated wastewater that it will be generating, presumably to flow overland into the Whitewater River, and thence to a Diversion Channel and the Mississippi River.

It should also be recognized that the transformation of prime agricultural land into an industrial facility is one sad consequence of this kind of “industrial development.” This constitutes another step towards urban sprawl in Southeast Missouri. Of course, urban sprawl and the loss of agricultural land to development usually occur in small bites, and only become recognized as a problem when there is but little land left to bite. Although Cape Girardeau County already has a designated industrial area, with access to power grids and natural gas pipelines, apparently K–MI does not own these pipelines. The threat that this power plant might be the first step towards urban sprawl and creation of another polluting industrial park on what is now prime agricultural land in Southwestern Cape County concerns local residents.

One local fear is that this single electrical generator represents no more than a demonstration project to entice other power companies into the area. These would also use the K–MI pipeline gas supply, deplete the underground water supply, release wastewater, and further pollute the air of Southeast Missouri. This concern is fed by the realization that K–MI is not really a power generation company so much as a gas pipeline company.

If a single plant poses a threat to the local and regional environment, one can only imagine what effect multiple plants would have.

The potential local benefits to the power plant have been considerably exaggerated. Though the plant will, indeed, generate electricity to be fed into the power grid in Cape County, current plans are for this to be sold out of state, in fact in Oklahoma. Meanwhile, the claim that the plant would generate many local construction jobs over the short term is negated because the contracted construction company is committed to serving as a non–union site. Local unions are therefore opposed to the project since it can only undercut the conditions of standards and benefits that they have worked to achieve in the region over the years. Indeed, its track record suggests that this construction company imports the labor it needs from out of state when there are too few skilled laborers in the immediate area, as is the case here. Finally, it has been claimed that the operational plant will provide a couple of dozen technical and management jobs—but again, these will most likely be imported from elsewhere.

Your Ozark Chapter has urged both Steve Mahfood, DNR Director, and Governor Bob Holden not to succumb to political or economic pressure exerted either by Kinder–Morgan executives, or their local champion, State Senator Peter Kinder. Through Freedom of Information provisions, we have obtained copies of DNR documents pertaining to the application and its rejection. We are also cooperating with local opponents to request that a project assessment be undertaken by DNR giving due recognition to the range of potential environmental hazards that not just one, but potentially up to five such plants could impose on the region.



When exploratory drilling was completed Kinder–Morgan deserted the site, leaving a mess of drums and garbage.

Photo by Mathew Kieffer

Please address your concerns to:
Roger Randolph, Director of Air Pollution
Program, and/or

Steven Mahfood, Director
Dept. of Natural Resources
P.O. Box 176
Jefferson City, MO 65102
1(800)334–6946 (press 0 for operator)

Governor Bob Holden
Missouri Capital Building
Room 216
P.O. Box 720
Jefferson City, MO 65102–0720
(573)751–3222 Ask for Patrick Lynn
(573)751–1495 fax

Reach Alan at ajournet@biology.semo.edu. —

Outings Continued

Oct. 26–28 (Fri–Sun) Ozark Highlands Trail, Ft. Smith, AR. We'll hike the first section of this strenuous cross-country trail, 18.7 miles from Lake Fort Smith State Park to White Rock Mountain. Scott Hooper (816)561-0575, scott@hooper.net.



Trail of Tears Group

Oct. 13 (Sat, 7 am) Canoeing in the Ozarks. Meet at the Cape Girardeau Public Library to carpool. Bring a lunch. Jan (573)243-3730.

Floodplains and Wetlands Under Assault

by Sheila Haar Siegel

Let's face it. No one wants to see a replay of the Flood of 1993. That's why I hope you'll be as excited as I am to learn that the Sierra Club is taking a leading role in stopping poorly planned developments by launching a Floodplain/Wetland Campaign in the St. Louis area. I know you, like me, want to protect our area's floodplains and wetlands. The intrinsic value of these natural areas is beyond compare. Floodplains and wetlands purify our water, clean our rivers and lakes, control soil erosion, provide fish and wildlife habitat, provide recreational opportunities, protect us from floods, and are an important key to a healthy economy. Working together, you and I will make this campaign a success!

The focus of the Floodplain/Wetland Campaign is to address the sprawling developments in the Missouri River floodplain and wetland areas in St. Louis and St. Charles Counties. First and foremost, the campaign will raise public awareness of the impact of projects, including levee construction and subsequent development, in the Missouri River floodplain. Equally important, the campaign will raise demand for a region wide Environmental Impact Statement by the U.S. Army Corps of Engineers to address the cumulative impacts of all levee projects along the river corridor. But, time is of the essence!

As you may know, in many cases, levee construction has encouraged floodplain development. Much of the damage from the Flood of 1993 was fully predictable, not from weather, but from public policies that had encouraged intensive land use, such as commercial, residential, and industrial development, along our region's rivers and streams. Though the product of extreme weather, the Great Flood was also the result of thousands of seemingly unrelated decisions to increase the rate at which water moves off the surface of the land toward towns and cities downstream. By itself, a single decision to drain and till a farm field, fill a wetland or build a parking lot has little measurable impact on flooding. But when combined with thousands of similar decisions over decades, the impact can be devastating.

The Army Corps of Engineers, the federal agency that gives out permits to fill wetlands, have recognized the far-reaching implications of levee construction, wetland destruction, and the subsequent land use changes. A Corps of Engineers official has been quoted as saying, "It is clear to many observers of floodplain management issues that flood protection projects do encourage additional development of floodplains." Yet, as I'm writing you today, levees are being constructed or raised to a higher level, wetlands are being filled, and floodplains are being developed at an alarming rate in the St. Louis area. Some of the levee projects, hap-

pening this very minute, include the Howard Bend / Maryland Heights 500-year levee, Chesterfield / Monarch 500-year levee, St. Peters TIF levee, and L-15 levee.

Throughout the campaign, I will be educating the public about floodplain and wetland issues through media outlets, presentations, and community fairs and events. I will also be creating demand for accountability of government agencies and public officials. And, I know you'll want to be a part of this!

That's why I'm asking you to do two things right now:

Call or write Maryland Heights' Mayor and City Council members. One of the most urgent campaign issues is the fast moving Maryland Heights / Howard Bend Levee District and planned commercial / industrial development. Tell them, "The planned, massive development in the Maryland Heights bottoms will heighten the dangers and impacts of flooding in communities along the river, destroy wetlands, and wildlife habitat and place innocent residents in harms way. Not only are residents along the Missouri River threatened by this type of development, but inner-city communities are being thwarted by businesses moving to outlying areas, waterfowl groups are left without habitat, and consequently wildlife, for hunting purposes. All of us, as taxpayers, are paying higher taxes due to increased infrastructure costs."

Contact them at:

Michael O'Brien, Mayor
Richard Goldberg, Ward One
Mike Moeller, Ward Two
Judy Barnett, Ward Two
Mark Mierkowski, Ward Three
Dan Johnson, Ward Three
Norman Rhea, Ward Four
Dan Fitzgerald, Ward Four

(Name of elected official)
City of Maryland Heights
212 Millwell Drive
Maryland Heights, MO 63043
(314) 291-6550

Write a letter to our elected officials asking the Corps of Engineers to conduct a cumulative, or basin-wide, Environmental Impact Statement for the St. Louis region. This small but critical step will help protect area floodplains and wetlands from destruction. (Tip: handwritten letters garner the most attention from public officials and government agencies).

You can include these points in your letter:

nA basin-wide Environmental Impact Statement should be prepared that takes into consideration all the impacts from the various projects proposed within the Missouri River Basin.

nWhile one levee may make little or no difference in hydrological impacts on a basin-wide

basis, levees lined up on each side of the river from the US 40–I 64 bridge to the confluence would have major impacts on the floodplain, riparian zones, wetlands, and the hydrology within the river banks.

nThe U.S. Army Corps of Engineers should not be examining the impacts of one levee without ascertaining what the impacts of that levee will be combined with all the other levees under consideration (or under construction) in the St. Charles/St. Louis Counties area.

Send your letter to:

Col. Michael Murrow
District Engineer
U.S. Army Corps of Engineers
1222 Spruce Street
St. Louis, MO 63103-2833

Governor Bob Holden
Missouri Capitol Building
Room 216, P.O. Box 720
Jefferson City, MO 65102
(573)751-3222

Senator Jean Carnahan
Thomas F. Eagleton Federal Courthouse
Suite 23.360
111 S. Tenth Street
St. Louis, MO 63102
(314)436-3416

Representative Todd Akin
1023 Executive Parkway
Suite 18
St. Louis, MO 63141
(314)878-0513

Representative Kenny Hulshof
33 E. Broadway
Suite 280
Columbia, MO 65203
(573)449-5111

Representative Wm. Lacy Clay
625 N. Euclid Street
Suite 220
St. Louis, MO 63108
(314)367-1970

It's that simple! You can also help by writing a letter to the editors of local and regional newspapers, attending your city's planning and zoning meetings and writing or calling county officials about floodplain development in the St. Louis area. If you and I don't let our officials know what is important to us, who will? In addition, if you are involved with or are aware of community groups, schools, government agencies, business associations, or religious organizations that may be interested in a presentation on floodplain / wetland issues, please let me know. You'll be so glad you decided to help!

Sheila can be reached at (314) 645-1440 or sheila.haar.siegel@sierraclub.org. —

OZARK CHAPTER SIERRA CLUB OUTINGS

In order to participate on one of the Sierra Club's outings, you will need to sign a liability waiver. If you would like to read a copy of the waiver prior to the outing, please see <http://www.sierraclub.org/outings/chapter/forms/> or call (415) 977-5630.

In the interests of facilitating the logistics of some outings, it is customary that participants make carpooling arrangements. The Sierra Club does not have insurance for carpooling arrangements and assumes no liability for them. Carpooling, ride sharing or anything similar is strictly a private arrangement among the participants. Participants assume the risks associated with this travel.

Eastern Missouri Group

Sept. 1-3 (Sat-Mon) Join the annual excursion for three days of canoeing or sea kayaking on the mighty Mississippi River below St. Louis. We may have sing alongs if the musical mood strikes. Big beaches, sand bar camping, and breezes. George Behrens (314)821-0247 (after 6 pm only).

Sept. 8 (Sat) Highway Cleanup. Please join us for some fun and camaraderie as we pick up litter. You know those migratory birds will appreciate it. Diane DuBois, (314)721-0594.

Sept. 15 (Sat) Get your money's worth with a two for one 7-8 mile hike! We'll start at Millstream Gardens which offers scenic overlooks of the shut-ins on the St. Francis River. From there we'll hike to the Silver Mines area. Here, we'll do a loop that crosses the dam, a class 2 scramble. Optional, for the less adventurous, is a crossing of the old highway D bridge. You won't want to miss this hike as it is filled with many breathtaking overlooks. Moderate, with a couple of short but steep hills. Jack Longacre (573)546-5255, or Glenn Wolters (314)845-5859, glenn27@hotmail.com.

Sept. 16 (Sun) Canoe/kayak on the Missouri River close to St. Louis. Good for those interested in learning to enjoy big rivers. George Behrens (314)821-0247 (after 6 pm only).

Sept. 21 (Fri) Six mile hike at the Shaw Nature Reserve. Fall on the prairie, frogs in the wetlands. Suzanne Smith (618)281-4762 (after 7:00 pm, week nights only).

Sept. 22-23 (Sat-Sun) Fall canoe trip. Come paddle either the Jack's Fork or Eleven Point River for overnight camping on some beautiful water. Sections to be determined by water levels. Must have own canoe and equipment. Call Jo Aerne (314)231-1575 x 6017 or e-mail: jaerne@cpicorp.com or Jim Moody at tsoeh16@yahoo.com.

Sept. 22-23 (Sat-Sun) Reenactment of Civil War Battle at Pilot Knob. Weekend of antiques, crafts, and music. Tent camp at Jakk's Place and enjoy stories around a campfire. Jack Longacre (573)546-5255, or Glenn Wolters (314)845-5859, Glenn27@Hotmail.com.

Sept. 26 (Wed) Beginner backpackers planning meeting at the club office at 7:30 pm. You need not own any equipment. We will show and discuss equipment and tell you where you can borrow, rent or buy equipment. Bob Gestel (636)296-8975.

the North Box and head south. All tools will be furnished. We will have our annual fish fry Saturday night with hush puppies, cole slaw and dessert. Paul Stupperich (314)429-4352, or Bob Gestel (636)296-8975.

Sept. 29-30 (Sat-Sun) Overnight canoe trip on the Current River. A good time to visit this beautiful river without the usual crowds. Enjoy the early fall color in relative peace and quiet. Families welcome. Toni Armstrong & Richard Spener (314)434-2072.

Oct. 6 (Sat) Enjoy a fall day hike to Taum Sauk State Park. Some cross country. Hiking distance is 6-8 miles. Limited to 15 people. Paul Stupperich (314)429-4352.

Oct. 7 (Sun) Let's bag Big Buford and behold, from Bald Knob, the beauty of the Belleview Valley below. Our hike is one-way, seven miles, end-to-end, and basically easy although there's a small 600 foot elevation gain at the beginning. Joe Scotti (314)878-3270, or Wayne Miller (314)569-0094.



Oct. 13 (Sat) Close by "Slurb" hike. Join me for a 7.5 mile ramble through Quailwoods, Meadowlark, Hummingbird and Bluebird Parks in Ellisville. I'll think you'll be surprised by these wooded edens in an area that might have been a runner-up for the movie *The Burbs*. If interested, a Steak n' Shake stop can be included in this west county community that was originally settled in 1837. Nancy (636)225-8057.

Oct. 13 (Sat, rain date is Sun) Seed collecting. Enjoy a fall hike at Washington State Park and help collect seeds from native grasses to aid our glade restoration efforts. Call Susan Farrington (314)577-9402(voice mail) or (636) 583-0948 or e-mail: susanfmo@aol.com.

Oct. 13-14 (Sat-Sun) Beginners backpack trip. We will take a short hike in to our campsite where we will demonstrate various types of tents, stoves, and other equipment. Later, around the campfire, we will talk safety, wilderness travel, and tell wild stories about our past trips. Common commissary on Saturday night. Bob Gestel (636)296-8975.

Oct. 14 (Sun) Day hike. Kaintuck Hollow (Rolla District of MTNF). 6-8 miles. Hike by Wilkins Spring Pond and a natural tunnel, 175 feet in length. Moderately difficult. Glenn Wolters, (314)845-5859, Glenn27@Hotmail.com.

Oct. 19 (Fri) Fall colors hike. 6-8 miles in the Taum Sauk area (great for fall colors). Suzanne Smith (618)281-4762 (after 7:00 pm, week nights only).

Oct. 20 (Sat) Jack Longacre will take us on a special tour of Hawn State Park and Pickle Springs Natural Area. This is an intermediate day hike with a limit of 10. Possible dinner afterward. Jack Longacre, (573)546-5255, or Glenn Wolters (314)845-5859, Glenn27@Hotmail.com.

Oct. 20-21 (Sat-Sun) "We will not be lost. We will just be exploring." This backpack trip will take us into one of

Sept. 28-30 (Fri-Sun) Enjoy fall in the Shawnee N.E. of Southern Illinois as you hike, bike and/or canoe in this beautiful area.

Sheltered tree houses or tent camping available at Camp Ondessonk. Families are welcome. Reserve by Sept. 7. Ted Horn (618)397-9430, or Terry Allen (618)398-1087.

Sept. 29-30 (Sat-Sun) Trail maintenance on the Blair Creek section of the Ozark Trail. We will camp at

Himont and start working at

the wildest watersheds in Missouri. We will walk about 10-12 miles into country not yet explored by the Sierra Club. A very worthwhile trip. Experienced hikers with a willingness to get their feet wet are welcome. Limit 10. Paul Stupperich (314)429-4352, or Bob Gestel (636)296-8975.

Oct. 21 (Sun) One day canoe trip on Huzzah or Courtois Creek. Families welcome. Toni Armstrong & Richard Spener (314)434-2072.

Oct. 27-28 (Sat-Sun) Trail maintenance and Halloween Party in the Pioneer Forest. Bring your costume and join in the fun. Party Saturday night with common commissary. Menu suggestions welcome. Paul Stupperich (314)429-4352, or Bob Gestel (636)296-8975.

Osage Group

None submitted.

Thomas Hart Benton Group

Sept. 8-9 (Sat-Sun) Kingman Lake Wildlife Refuge Campout, Kingman, KS. Wildlife abounds in the prairie, marsh and woodland surrounding Kingman Lake, considered one of the premier wildlife spots in Kansas. Connie Simmons (316)838-5017.

Sept. 15 (Sat) Apple Picking and Picnic, Weston, MO. We will pick apples at Vaughn Orchard and have a picnic at Weston Bend State Park. Ellen Brenneman, (816)523-2944, ebrenn1@hallmark.com.

Sept. 15 (Sat) Konza Prairie Hike, Manhattan, KS. Tall oaks, sun-bleached limestone and chiseled hills make this a hike to remember — not to mention the many varieties of prairie in the research plots. Anne Tarver (316)832-0634.

Sept. 22 (Sat) Powell Gardens, Kingsville, MO. Come see the results of their multi-year expansion plan. If you've never been, you're in for a treat. Lee Ann Googe, (816)453-8558.

Sept. 29-30 (Sat-Sun) Hercules Glades Wilderness, Hilda, MO. A favorite trail on which to start the fall backpacking season. This is a great trip for beginners. Bob Wilshire (913)384-6445, rjwilshire@yahoo.com.

Sept. 29-30 (Sat-Sun) Celebrating 25 Years of the Land Institute, Salina, KS. Yvonne Cather (316)554-7704, wolfalo@juno.com.

Oct. 6 (Sat) Troque Farms, Buckner, MO. Learn about a sustainable method of farming from Jack and Rennie Graves. Bob & Doris Sherrick (816)779-6708, bjsherrick@aol.com.

Oct. 6-7 (Sat-Sun) Lake Scott Hike & Campout, Scott City, KS. Hidden within a western Kansas prairie, the park is a startling oasis of natural springs, deep wooded canyons and craggy bluffs that is ranked among the top 50 state parks in America. Anne Tarver (316)832-0634.

Oct. 11-14 (Thur-Sun) Eagle Rock Loop, Mena, AR. Join us for a fall backpacking trip in the beautiful Ouachita Mountains. Jeff Pierce (913)599-3966, jpierce4@kc.rr.com.

Oct. 20-21 (Sat-Sun) Elk River Hiking Trail, Independence, KS. *Outside* magazine rates this as the best hike in Kansas. The rock bluffs and ledges are stunning. Bill Cather (316)522-4741, cather@fn.net.



Oct. 20-21 (Sat-Sun) Fall Colors Hike and Float, Central Missouri. We'll spend Saturday hiking Ha-Ha-Tonka State Park and exploring Ozark Cavems at Lake of the Ozarks State Park. Sunday will find us floating the Niangua River. We've reserved lodge rooms and tent camping space for Friday and Saturday nights. You'll be home by 7:30 pm on Sunday. Keet Kopecky (816)966-9544, kkopecy@kc.rr.com.

continued on page 11