ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 1981

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HEARINGS

BEFORE A

SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES

NINETY-SIXTH CONGRESS

SECOND SESSION

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

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HUNTER L. SPILLAN, GEORGE A. URIAN, M. C. GREER, AND DAVID R. OLSON, *Staff Assistants*

*Deceased.

PART 10

(Pages 913–1952)

TESTIMONY OF MEMBERS OF CONGRESS AND OTHER INTERESTED INDIVIDUALS AND ORGANIZATIONS

Printed for the use of the Committee on Appropriations

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ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 1981

TESTIMONY OF MEMBERS OF CONGRESS AND OTHER INDIVIDUALS AND ORGANIZATIONS

WEDNESDAY, MARCH 26, 1980.

FLORIDA PROJECTS

WITNESSES

HON. CHARLES E. BENNETT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. CLAUDE PEPPER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. WILLIAM LEHMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. DON FUQUA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. SAM M. GIBBONS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. EARL D. HUTTO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. L. A. (SKIP) BAFALIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
JACOB D. VARN, SECRETARY, FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION
DARRILL S. McATEER, CHAIRMAN, SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

Mr. BEVILL. Congressman Bennett, we are pleased to have you with us. The Chair will recognize you. You may submit statements for the record and summarize as you please.

STATEMENT OF CONGRESSMAN BENNETT OF FLORIDA

Mr. BENNETT. All right, sir, I will submit my statement for the record.

[The statement follows.]

STATEMENT OF CONGRESSMAN CHARLES E. BENNETT

Mr. Chairman, I appreciate the opportunity to appear before this distinguished Committee. I fully support the Florida State Delegation's appropriations requests and sincerely hope that this committee will approve the group's full program. I would like to bring to the attention of the Committee several specific project requests for the Third Congressional District. These are:

$233,000 FOR COMPLETION OF NAVIGATIONAL IMPROVEMENT STUDY FOR JACKSONVILLE HARBOR, AN ITEM IN THE PRESIDENT'S BUDGET

Jacksonville Harbor is not only a major economic asset for Jacksonville but the port's strategic geographical location makes it a leading import and export point in the Southeast. It is the nineteenth largest port in terms of volume in the country. Both private and public facilities are added each year and the U.S. Navy continues to expand its major carrier and destroyer base at Mayport, located at the mouth of the Harbor.

The current depth of the channel to mile 20 is 38 feet with a 30-foot auxiliary channel at the city's Blount Island bulk loading facility. The probability of new loading/unloading facilities and the trend toward larger, deeper draft vessels has led the Port Authority to conclude that a deeper channel is needed as well as improvements to the Blount Island Channel. The Port of Jacksonville undoubtedly will continue to grow and there is a clear need to insure that the physical facilities keep pace. The amount sought will complete an ongoing study on the need to deepen the harbor and make other navigational improvements.

PROJECT REQUESTS FROM THE CITY OF JACKSONVILLE

The City of Jacksonville, Florida, has requested funding for two projects not included in the President's budget. The City places a high priority on these projects, and I want to urge this distinguished Committee to give every consideration to funding these important projects.

The first project would provide for a salt water intrusion study in Northeast Florida. The City is requesting $175,000 in FY 81 for this project which would consist of drilling a series of deep wells to determine the limits of the city's prime water supply source and the extent to which it is threatened due to declining water quality. I would like to point out that authorization for this project is included in the Water Resources Development Act (H.R. 4788) which passed the House last month and is now awaiting Senate action. Last year, Congress completed funding for a $1,760,000 metropolitan Jacksonville water resources study first authorized in 1974. This study reveals that a significant quantity of salt water flows into the aquifier, but much more information is needed about this process and the potential limit it poses on the quantity of water that can be safely removed from the aquifer and the safest location for such withdrawals. The proposed study, consisting of a series of deep wells and extensive geohydrologic tests, would provide this critical information.

The second project requested by the city of Jacksonville is the Huguenot Memorial Park, a dune stabilization project. The City is requesting $500,000 for this project which would consist of dune stabilization as well as a number of improvements to provide for better utilization of the park by area residents. Huguenot Memorial Park, located in the northeast portion of Duval County, is a prime fishing, boating and swimming area. The park, which includes a bird sanctuary, contains about 450 acres consisting mostly of dunes. Vehicular traffic in the park has led to major destruction of the dunes, and serious washouts have occurred there in recent years. A couple of years ago, this parkland was deemed to the City of Jacksonville which conducts a weekly clean-up of the area. In addition to dune stabilization, this requested project would allow the City to make several needed improvements at the park including: better access and parking, an improved road surface, a limitation on vehicular traffic, construction of restroom and drinking water facilities, revegetation of abused areas, and creation of public picnic areas. The main objective of this project is to utilize Huguenot Memorial Park to its fullest capacity while preserving its natural beauty.

FUNDING FOR OPERATION AND MAINTENANCE

Mr. Chairman, I would also like to strongly support the funds included in the President's budget for operation and maintenance of important projects in my District. These include: $1,781,000 for Jacksonville Harbor, $1,841,000 for Fernandina Harbor, $2,485,000 for the Jacksonville to Miami section of the Intracoastal Waterway, $288,000 for the Jacksonville to Lake Harney segment of the St. Johns River, and $758,000 for completed portions of the Cross Florida Barge Canal.

Mr. Chairman, I strongly support the projects I have previously mentioned. Their importance to Northeast Florida cannot be overemphasized. I urge this distinguished Committee to approve funding for all of these programs.

Mr. BENNETT. I would like to briefly stress the items I wanted to bring up, I will just give headings for them. First there is $233,000 for completion of navigational study for Jacksonville Harbor, which is an item in the President's budget.

JACKSONVILLE HARBOR

Then there are two project requests the city of Jacksonville has submitted to me. The first project deals with salt water intrusion, the necessity of having some deep wells dug there to complete a study that was already under way. That has been authorized. The second project for the city of Jacksonville is the Huguenot Memorial Park.

Then there is funding for operation and maintenance, Jacksonville Harbor, Fernandina Harbor, and others.

Mr. BENNETT. We all have a problem of time today because the caucus meets at 11:30. Secretary Varn is here. Congressman Dante Fascell's statement is here and my statement and these are submitted for the record, and others will appear later.

[The statements follow:]

HON. L. A. "SKIP" BAFALIS, FLORIDA, TESTIMONY BEFORE THE HOUSE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

Mr. Chairman, thank you for the opportunity to appear before this Subcommittee in support of Florida's requests for energy and water development project funding in fiscal 1981.

Although I would like the record to show I support every request made by the Florida Department of Environmental Regulation in its request to the committee, I should like to direct the subcommittee's particular attention to several projects of vital importance to the 10th Congressional District of Florida.

Every year, for the past eight years, I have had the pleasure to appear before this subcommittee in support of the St. Lucie Inlet stabilization project. However, this year it is particularly a pleasure since the $1,210,000 sought for this vital project during fiscal 1981 will complete the work and provide both commercial fishermen and recreational boaters with a safe passage through a once treacherous inlet.

I cannot express just how thankful the men and women who traverse this inlet are at the work being done—and with the support they've received from the distinguished members of this panel. No longer will the St. Lucie Inlet threaten ships and lives.

Next, I would request some $334,000 to complete the feasibility study now underway on the inclusion of Stump Pass, Longboat Pass, Big Sarasota Pass, Hurricane Pass and Dunedin Pass in the Intra-Coastal Waterway System. This study is needed to determine the feasibility of maintaining these passes at nine feet for boating, providing suitable material for renourishment of adjacent public beaches and safe and economical boat passage to the Gulf from protected inland waters.

I would also urge the Subcommittee to appropriate $50,000 in fiscal 1981 for the start of a $248,000 study on the economic feasibility of improvements to Jupiter Inlet. In its present condition, this inlet does not adequately meet the needs of recreational and charter boating and commercial fishing interests. Although a previous economic feasibility study indicated the capital expenditure could not be justified, there has been a significant increase in population, boating and commercial fishing since that 1966 study which should change the picture.

Next, I would urge $150,000 to continue the $436,000 Golden Gates Estates Water Resource Development Study. This study is desperately needed to determine the feasibility of redeveloping this area of Western Collier County to mitigate continuing and severe disruptions to the water and land resources, not only in the Golden Gate Estates area, but also to the Fahkahatchee Strand and the estuarine areas of this section of Southwest Florida. Unless the present canal system is modified significantly, there is great potential for adverse effects on a widespread area, including Corkscrew Sanctuary and some estuarine sections of Everglades National Park.

Also necessary is the requested $800,000 appropriations for continuation of the Kissimmee River Valley restudy to determine whether the work done earlier must be modified to protect the quality of water entering not only the Kissimmee River, but also the Taylor Creek-Nubbin Slough and Lake Okeechobee.

Turning to flood control, I would urge approval of the $12.5 million request for the Central and South Florida Flood Control District construction projects and $200,000 for the continuation of the Central and Southern Florida Flood Control District water supply study as well as $200,000 for the Loxahatchee River Survey Review.

In addition, I would request approval of the $134,000 needed to complete the $363,000 Sarasota County Beach erosion control study.

In closing, I would again urge the fullest possible funding for Corps studies under Section 107. At the present time, there are several passes closed—or almost closed—to boat traffic because of shoaling. And, unfortunately, there are just too few dollars available to conduct all the studies which need to be undertaken, just in my district alone.

Again, Mr. Chairman, I appreciate your kindness in allowing me to appear in behalf of Florida's requests.

Thank you.

STATEMENT OF CONGRESSMAN DANTE B. FASCELL, 15TH DISTRICT, FLORIDA

Mr. Chairman and members of the Subcommittee, I appreciate your giving us this opportunity to testify before you this morning in support of the State of Florida's request for Fiscal Year 1981 appropriations for our public works projects.

I am very much aware of the strong constraints we all feel this year as we must make sharp cuts in all areas to drastically reduce the budget. I am personally committed to the concept of a balanced budget and will do what I can to help you with this difficult task.

Nevertheless, we are not going to put a complete halt to all federal programs or projects, nor should we do so. There are some that are of such importance or that, if delayed or postponed, could cause such serious damage either physically or economically, that they must be retained and funded. I would like to refer to three such projects located in the 15th Congressional District which are part of the State of Florida's request today.

DADE COUNTY BEACH EROSION

The restoration of the beaches along Miami Beach is a project which has been under construction for several years and is now about half complete. The work has been going very smoothly and is right on schedule. To see the difference between the portion that is finished and that which remains to be done is quite a sight. On the one hand is a beautiful, wide beach, filled with bathers enjoying the many tourist attractions South Florida has to offer. On the other, the sea washes almost up to the very foundations of the hotels and apartment houses, posing not only a severe flood hazard should a major hurricane strike, but leaving those valuable properties without any beach with which to attract the guests who are the essence of the Miami Beach economy.

The Corps of Engineers has the capability of expending, and the State of Florida is requesting, $6.5 million for the continued construction of this project. The President's budget contains only $5 million. In past years your subcommittee has been most generous in providing the full amount necessary to reach the Corps' capability. However, in view of my own commitment to reduce federal spending this year, I ask only that you provide the amount requested by the President unless, through cuts in other projects, the additional $1.5 million can be found without going over the total budget request.

SHARK RIVER SLOUGH STUDY

This study is designed to determine whether modifications are necessary in the control structures which provide fresh water to the Everglades National Park. The lack of an adequate fresh water supply has had a devastating effect on the delicate ecosystem with the result that there has been a very sharp decline in the fish population of the Park. Just this month, the National Park Service was forced to institute strict regulations governing fishing in the park and has

banned commercial fishing altogether in five years. This was not done because commercial fishermen are overfishing the available supply. It is simply that the resources have become so limited due to the water situation that the Park Service had to set priorities for users.

If the water problem is not corrected, it is conceivable that there will not be enough fish left for recreational fishermen or even for those who just enjoy watching sealife in its native habitat.

The Shark River Slough study is already under way and can be completed next year if fully funded. Completion of the study will require $248,000 in Fiscal Year 1981. The President's budget requests $150,000. In view of the real urgency of this problem, and due to the fact that there is relatively small difference between the $150,000 in the budget and the $248,000 which is required, I hope you will provide the full amount for this project.

BISCAYNE BAY SURVEY REVIEW

Dade County and the State of Florida are to be highly commended for recent efforts to preserve and protect the very valuable resources of Biscayne Bay. The State has established the Biscayne Aquatic Preserve, with strict use regulations. At the federal level, the House last year passed my bill to expand the boundaries of the Biscayne National Monument. This legislation is now being considered by the Senate. For its part, the County is proposing a comprehensive management plan for the Bay. In order to do this, the County must determine the cumulative impact which numerous federally-authorized construction projects have had on the Bay. Approximately $100,000 is required in FY 1981 to begin the study.

I have requested the Chairman of the House Public Works and Transportation Committee to authorize the Corps of Engineers to conduct this study by committee resolution. To date, the Committee has not yet had an opportunity to do so. Should this resolution be adopted prior to your own mark-up of this legislation, I do hope you will be able to provide the small amount needed so that it can get under way next year.

Again, my thanks for your time and consideration today. We are all most grateful for your past recognition of the importance of our projects and hope that the current economic crisis will not preclude you from providing the necessary funding for the most important of those mentioned today.

Mr. BEVILL. Mr. Varn, if you would like to go ahead with your statement.

Mr. BENNETT. Mr. Varn is secretary of the Florida Department of Environmental Regulation. If he will come forward and carry on and as Members come in, they can submit their statements.

Mr. BEVILL. Yes, I am sure Mr. Varn will understand that these Members have to get to the caucus. We might have to interrupt you and let the Members give their statements because of their time constraints.

Mr. VARN. I am going to be short and sweet, sir.

Mr. BEVILL. All right; that will be fine.

We do it for the Members because many of them are very busy in their own committees. We have some fine young people here from New Orleans. Their Congresswoman, Mrs. Boggs, is normally here, but like most of us, serves on two committees. She has several important responsibilities. I wanted to point that out to you. If she does not get to see you, she will be disappointed. She is usually right here on this committee.

Mr. BENNETT. I am presiding over the Armed Services Committee. Do you mind if I be excused?

Mr. BEVILL. No, sir. Congressman Bennett is the ranking majority member and a very valuable member of the House Armed Services Committee. He also chairs the important Subcommittee on Seapower. We appreciate your coming before our committee.

Mr. MYERS. Thank you, Charles.
Mr. BENNETT. Thank you.

STATEMENT OF JAKE VARN

Mr. BEVILL. The Chair now recognizes Mr. Varn.

Mr. VARN. My name is Jake Varn, the secretary of the Florida Department of Environmental Regulation. I am here today to present the fiscal year '81 public works program on behalf of the State of Florida.

Florida is somewhat unique in the approach it takes to public works projects in the State. We have a process set up in the State where any project is reviewed by the State and agencies within the State. The projects that we are presenting today represent projects that have the full support not only of the Governor and cabinet of the State of Florida, but all the agencies within the State. We originally started with a project list of some 60-plus projects. You have been provided a copy of our package here. It contains only 33 projects. It is important from our standpoint to point out, if the project does not receive support from all the entities within the State, it is not included in the package. So we have already, if you will, culled some of the deadwood out.

[The information follows:]

Florida Water Resources Development, FY–1981
Statement of Secretary Jacob D. Varn

FY-81 PUBLIC WORKS PROGRAM

Project	President's Budget	Corps Capability	State of Florida Request
FLOOD CONTROL			
Construction			
Central and Southern Florida	$10,570,000	$11,300,000	$11,300,000
Four River Basins	4,900,000	4,900,000	4,900,000
Studies			
Brevard County Urban Study	405,000	405,000	405,000
Central and Southern Florida Water Supply	446,000	690,000	690,000
C-18, Loxahatchee River Survey Review	150,000	150,000	150,000
Withlacoochee River Region Water Supply	-0-	100,000	100,000
NAVIGATION			
Construction			
Port Everglades	12,335,000	12,600,000	12,600,000
Port Manatee	-0-	-0-	300,000
St. Lucie Inlet	1,210,000	1,210,000	1,210,000
Tampa Harbor	23,600,000	23,600,000	23,600,000
Studies			
Bayou Texar	-0-	170,000	170,000
Canaveral Harbor	-0-	-0-	15,000
Gulf Coast Passes	250,000	250,000	250,000
Jacksonville Harbor	233,000	233,000	233,000
Jupiter Inlet	-0-	25,000	25,000
Port of Palm Beach	-0-	50,000	50,000
BEACH EROSION CONTROL			
Construction			
Broward County	750,000	750,000	750,000
Dade County	5,000,000	5,000,000	5,000,000
Manatee County	-0-	740,000	740,000
Panama City Beaches	-0-	-0-	1,152,000
Pinellas County	-0-	500,000	2,500,000
Studies			
Flagler County	-0-	-0-	150,000
Mexico Beach	-0-	-0-	50,000
Pinellas County	44,000	44,000	44,000
Sarasota County	100,000	119,000	119,000
ENVIRONMENTAL RESTORATION AND ENHANCEMENT			
Studies			
Biscayne Bay	-0-	-0-	100,000
Golden Gate Estates	157,000	157,000	157,000
Kissimmee River Valley	555,000	555,000	555,000
Shark River Slough	150,000	150,000	150,000
Six Mile Cypress	-0-	-0-	50,000
Suwannee River Basin	-0-	-0-	500,000
CONTINUING AUTHORITIES			
Studies			
City of Largo	-0-	-0-	50,000
Pinellas County	-0-	-0-	50,000
AQUATIC WEED CONTROL PROGRAM			4,619,000
		TOTAL	$72,734,000

TWIN TOWERS OFFICE BUILDING
2600 BLAIR STONE ROAD
TALLAHASSEE, FLORIDA 32301



BOB GRAHAM
GOVERNOR

JACOB D. VARN
SECRETARY

STATE OF FLORIDA

DEPARTMENT OF ENVIRONMENTAL REGULATION

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, I am Jacob D. Varn, Secretary of Florida's Department of Environmental Regulation. It is my pleasure to represent the State of Florida here today and to present to you our program of public works for water resources development for Fiscal Year 1981.

This unified program has the strong support of Governor Graham and the agencies of the State resource management clearinghouse.

The annual program of Federal Public Works Projects is presented in booklet form and provides a summary of the State's request for appropriations for each of the construction projects and general investigation studies that make up the program. Summaries for each project include cost data, project descriptions, justification for funds requested, and a map showing the location of each project. I have copies of the booklet here to submit for the record along with this summary statement.

Included in the Fiscal Year 1981 program are 6 flood control, 10 navigation, and 9 beach erosion control projects, either construction or general investigation studies. Also included are 6 study projects in the area of environmental restoration and enhancement as well as 2 new continuing authority study requests. The total request for Florida's Public Works program is $72,734,000 and includes a request for continued funding of the aquatic weed control program in Florida. The program does include some new study requests which are not yet authorized by Congress, and they are so noted in the booklet. However, these studies have been carefully evaluated and supported at the State level and project sponsors anticipate having necessary authorization so as to qualify for FY-81 funding.

In the category of flood control, the Central and Southern Florida Flood Control Project and the Four River Basins Project are by far our largest. Full funding at the level indicated is necessary to meet growing program needs.

The $11.3 million request for the Central and Southern Florida Flood Control project will provide relief from flooding caused by prior federal project construction in Hendry County on the southwest side of Lake Okeechobee. Funding requested will also permit work in the Nicodemus Slough area which will allow raising Lake Okeechobee to the 17.5 foot regulation schedule and thus reduce environmentally damaging and wasteful flood releases through the Caloosahatchee and St. Lucie canals. In addition, these funds will allow continuation of construction associated with the South Dade Conveyance Canals. The Conveyance Canals will provide supplemental water to augment supplies and prevent saltwater intrusion in the Miami Area and will provide the capability to deliver water to Everglades National Park, in accordance with P.L. 91-282.

The $4.9 million requested for the Four River Basins project is needed to continue construction of the Lower Hillsborough Flood Detention Area and the Tampa By-Pass Canal which together will provide flood protection and augment water supplies for the

Tampa metropolitan area. As a by-product, 16,000 acres of wetlands and other ecologically valuable lands will be preserved for multiple uses. Funds would also be utilized to continue two recreation contracts in the Lower Hillsborough Flood Detention Area.

Several water management studies are included in Florida's request. The Brevard County Urban Study is an ongoing effort focusing primarily on determining areas of potable water supply. Studies for the Central and Southern Florida Water Supply, the Loxahatchee Canal and the Withlacoochee River Region will require continued funding in subsequent years in order to realize full water resource planning benefits.

In the area of navigation, Florida has requested FY-81 construction funds for 4 major projects.

The $168 million project for deepening Tampa Harbor to 43 feet is a major component of this program. With over 42 million tons of cargo moving through the facilities annually, this is Florida's largest port. In addition, funds to complete construction of improvements to St. Lucie Inlet are recommended so as to provide safe ocean access to a large commercial fishing fleet and growing numbers of recreational boaters. Rapid shoaling and siltation of the inlet have resulted in increasing numbers of boating accidents in recent years. Funds are also requested for deepening of Port Everglades Harbor to provide adequate depths for deep draft petroleum tankers utilizing the facilities there. The project at Port Manatee is also included in the State's program although specific authorization is pending in Congress. Funding would allow initiation of advanced engineering and design of the project.

Continuing funding is also requested for several navigation feasibility studies, including Bayou Texar, Gulf Coast Passes, Jacksonville Harbor, Jupiter Inlet, and Palm Beach Harbor. In addition, there is a request for the Canaveral Harbor Study in Brevard County that is not as yet Congressionally authorized; however, local interests are involved in the steps necessary to obtain that authorization and qualify for FY-81 funding.

Beach erosion is a serious problem in Florida. While much of this can be attributed to natural erosion from littoral currents and destructive storms, a substantial amount has resulted from encroachment on the shoreline by development along our coastal areas. Fortunately, Florida's program to establish standards and limitations for coastal construction is achieving beneficial results. However, the damage that has already been done must be corrected in order to provide adequate recreational beaches for the millions of tourists who visit Florida each year.

Florida's request for FY-81 funds contain 5 major beach erosion control construction projects. These beaches are located in Broward County, Dade County, Manatee County, Panama City in Bay County, and Pinellas County. Both the local sponsors and the State have budgeted the necessary matching funds and we urge your support for funding these projects at the level requested.

Our recommendation also includes 4 authorized beach erosion control studies. They are in Flagler County, Mexico Beach in Bay County, Pinellas County, and Sarasota County. Funds requested would allow completion of studies in Pinellas and Sarasota Counties.

One of the major goals of Florida has been to broaden the scope of Federal participation in water resources development projects to include the restoration and enhancement of water resources. Funds are requested to continue three previously funded studies and to initiate 3 new studies during Fiscal Year 1981 which fall within the category

of environmental restoration and enhancement. The Golden Gate Estates Redevelopment study would explore the feasibility of redistributing flood water over an area which was previously overdrained by surrounding land development. This will serve to restore marshlands, recover sports and commercial fisheries, and increase the areas' surface and groundwater supplies. In the Kissimmee River Valley, the Florida Legislature has requested that alternatives be examined for restoring a river that was channelized for flood control purposes with a resultant adverse impact on the water quality of Lake Okeechobee, which serves as the major source of drinking water for South Florida. A study in the Shark River Slough, located at the northern end of the Everglades National Park, will determine means of water releases to the Park that would more closely approximate historic sheet flow conditions necessary to sustain the fragile balance of nature within Everglades National Park. Funds for the recently authorized study in the Six Mile Cypress Strand, Lee County, will be used to examine means of restoring and preserving this area such that it will act as a natural buffer between the Ft. Myers Urban Area and encroaching development. This proposal has been developed with full input by local citizens, who have passed a referendum authorizing new taxes upon themselves in order to assist this restoration effort. Additional funds are requested for a study in Biscayne Bay in Dade County. This study would evaluate the cumulative impacts of previous Federal construction activities in and around the Bay and suggest possible solutions. The study in the Suwannee River Basin would assist responsible management agencies in their attempts to avoid floodplain encroachment and resulting flood control requirements on one of Florida's most scenic waterways.

Included in our program is an appendix which contains a resolution by Florida's Governor and Cabinet that recommends deauthorization of the Cross Florida Barge Canal and Federal participation in restoring a portion of the already constructed works. The Florida Legislature would also consider means of reimbursement to affected property owners for certain rights-of-way previously purchased should the Congress act to deauthorize the project.

In relation to projects associated with floodprone areas, it is becoming increasingly apparent in Florida that non-structural approaches to floodplain management, where feasible, offer many advantages. By this, I refer to floodplain zoning, acquisition of wetlands and floodplains, and other flood prevention measures. Non-structural floodplain management programs, in addition to preventing flood damage, serve to maintain environmental quality and conserve energy which would otherwise be required to construct and maintain public works.

In this light, we would like to see that Congress give high priority to Section 73(a) and (b) of Public Law 93-251, when funding projects related to flood protection. Currently, the Corps of Engineers regulations provide for 80% matching funds for construction projects but not for land acquisition. This creates a bias toward construction solutions by making such projects initially less expensive for the State than non-structural solutions requiring land acquisition. Participation by the Federal government in land acquisition and management programs in a cost sharing arrangement, similar to the present formula for construction projects, would eliminate this bias.

Finally, we are aware of the current efforts to balance the Federal budget and it is apparent that certain program areas will be cut back in order to accomplish this. We have not had an opportunity to review the Administrations' proposed cuts and evaluate their impact on our program in Florida. However, it is important to point

out that the program which the State is presenting today, does represent what we consider to be our basic needs.

In order to get to this point, projects must undergo an extensive review process by affected State agencies within Florida. A list that began with some 60 potential projects last March, has now been reduced by that review process to the 33 that are in the program as presented today. We would urge you to bear that in mind as you consider areas to reduce spending and should further clarification of the State's needs be necessary, please feel free to get in touch with us.

Thank you.

PUBLIC WORKS APPROPRIATIONS FOR FISCAL YEAR 1981

RIVER AND HARBOR -FLOOD CONTROL- SHORE PROTECTION

STATEMENT OF
STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL REGULATION

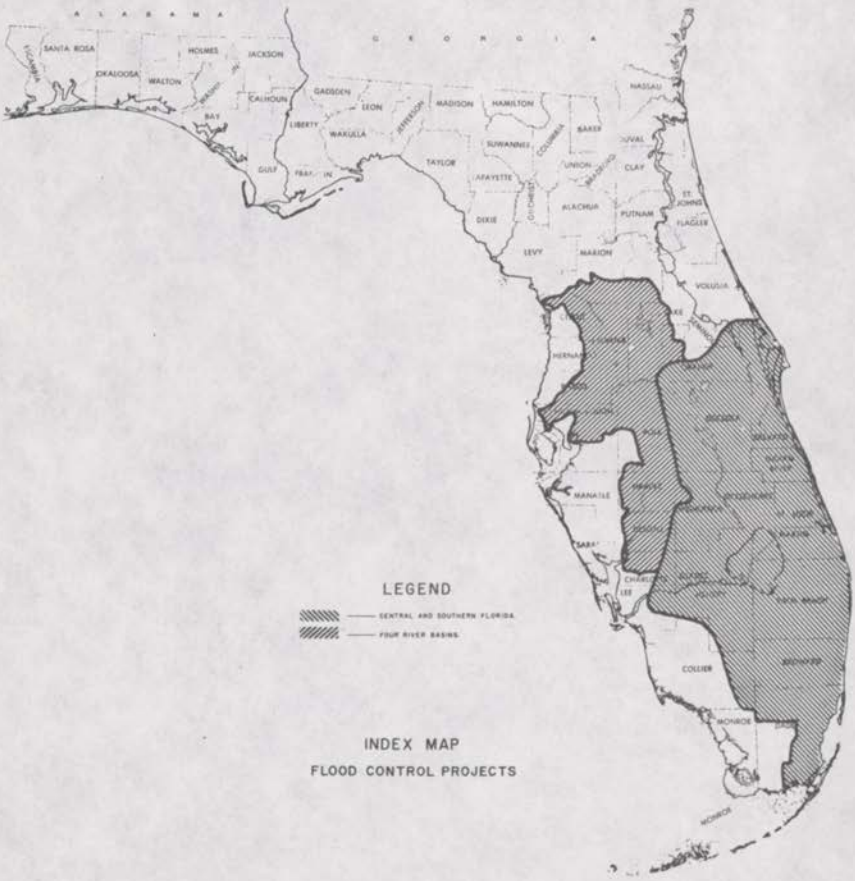
TO THE
COMMITTEE ON APPROPRIATIONS
UNITED STATES CONGRESS



STATE OF FLORIDA
FY-81 PUBLIC WORKS PROGRAM

	REQUEST	PAGE
FLOOD CONTROL		
Construction		
Central and Southern Florida	$11,300,000	5
Four River Basins	4,900,000	7
Studies		
Brevard County Urban Study	405,000	9
Central and Southern Florida Water Supply	690,000	11
C-18, Loxahatchee River Survey Review	150,000	13
Withlacoochee River Region Water Supply	100,000	15
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Construction		
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Port Manatee	300,000	21
St. Lucie Inlet	1,210,000	23
Tampa Harbor	23,600,000	25
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TOTAL REQUEST	$72,734,000	
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Florida



INDEX MAP
FLOOD CONTROL PROJECTS

FLOOD CONTROL PROJECTS

Construction

Central and Southern Florida

Four River Basins

General Investigation Studies

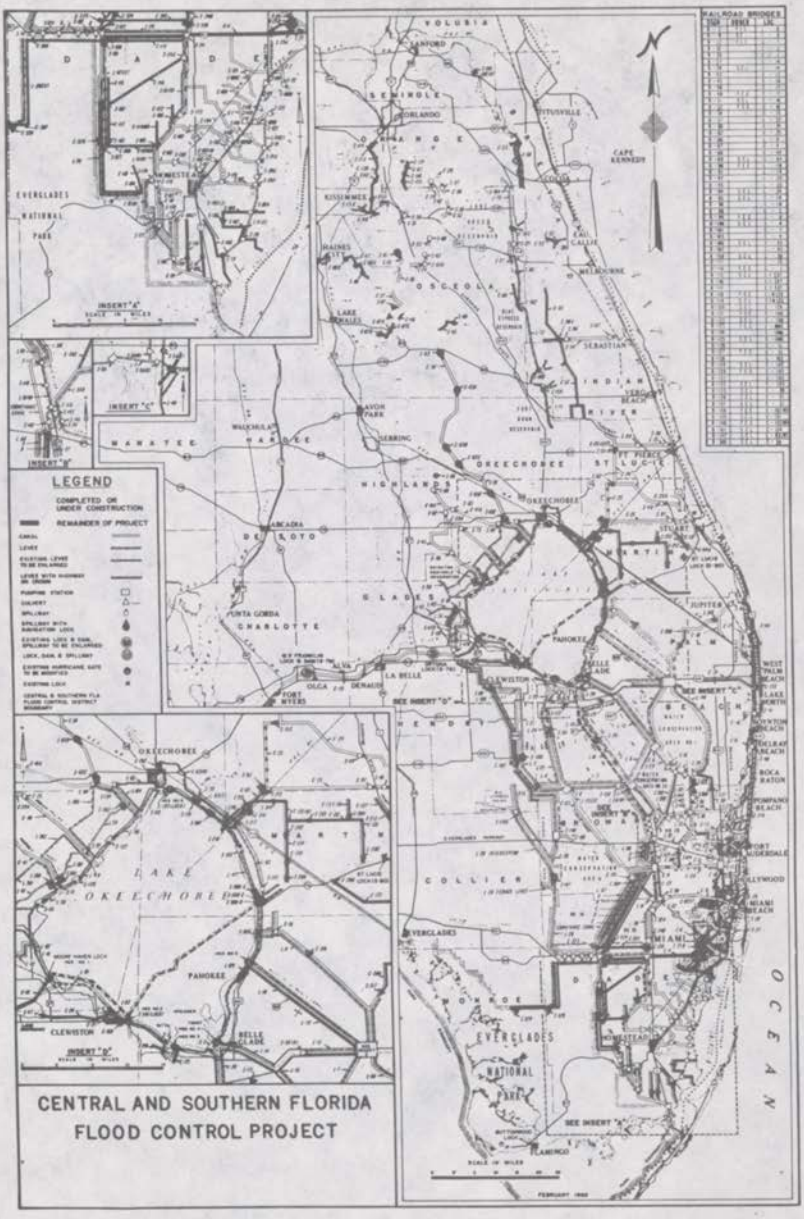
Brevard County Urban Study

Central and Southern Florida Water Supply

C-18, Loxahatchee Canal

Withlacoochee River Region Water Supply

60-588 O - 80 - 2 (pt. 10)


LEGEND
COMPLETED OR UNDER CONSTRUCTION
REMAINDER OF PROJECT
CANAL
LEVEE
PUMPING STATION
SPILLWAY
EVERGLADES NATIONAL PARK
LAKE OKEECHOBEE
ATLANTIC OCEAN
CENTRAL AND SOUTHERN FLORIDA
FLOOD CONTROL PROJECT

CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL
(Construction)

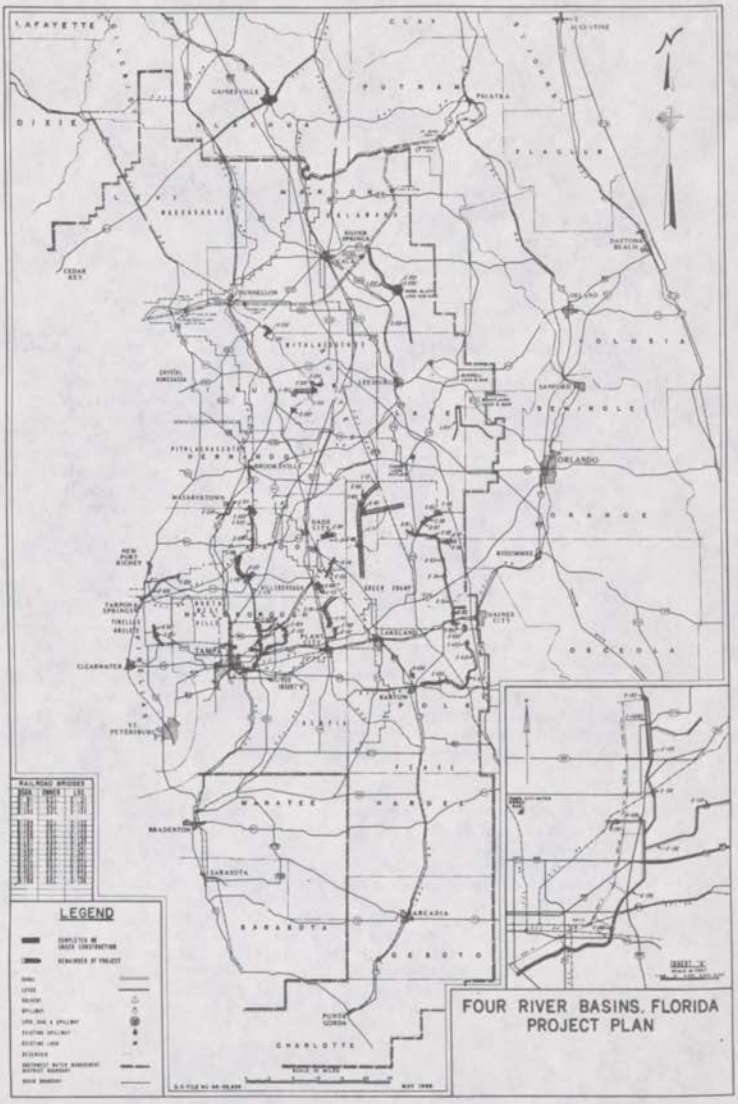
COST DATA:	Estimated Federal Cost	$612,000,000
	Estimated Non-Federal Cost	287,400,000
	Federal Funds Through FY-80	246,936,000
	President's Budget FY-81	10,570,000
	Corps Stated Capabilities FY-81	11,300,000
	State of Florida Request FY-81	11,300,000
	Benefit Cost Ratio: 5:1	

SPONSOR: South Florida Water Management District

PROJECT DESCRIPTION: The project encompasses an area of about 17,930 square miles which includes all or part of 16 counties in Central and Southern Florida. It embraces Lake Okeechobee, its regulatory outlets, a large portion of the Everglades, the Kissimmee River Basins and the Lower East Coast of Florida. Included are a series of levees, canals, water conservation areas, control structures and similar works designed to provide optimum conservation management and use of water resources of the project area. Authorized facilities include 39 pumping stations, 180 control and diversion structures, 850 miles of levees, 870 miles of canals, 25 navigation locks, and 58 railroad locations. Actual construction began in January, 1950, and over 600 miles of levees including all of the East Coast protective levees have been completed and turned over to the South Florida Water Management District for maintenance.

Major areas of concern in FY-81 include water supply to South Dade and Everglades National Park (S-339 and S-340, C-103 Enlargement, S-331, L-24 and L-25 Hump Removal, L-18 and L-19 Hump Removal, C-304, S-332); mitigation of flooding in Hendry County (C-139 Part, C-139 Remainder, C-139S, S-239, S-243) caused by previous project construction; raising the level of Lake Okeechobee (Plan "G" Alternative); and miscellaneous construction (S-155 and B-127 on C-51, Buttonwood Plug and the Port Myacca Recreation Contract). $100,000 of the amount requested would provide funds to complete detailed design and initiate construction on the L-73 modifications on the Upper St. Johns portion of the Central and Southern Florida project, which is currently under the sponsorship of the St. Johns River Water Management District.

PROJECT JUSTIFICATION: This project is vital to the protection of the highly urbanized Lower East Coast from salt water intrusion, flooding and hurricane damage and to afford protection from floods to the productive agricultural areas south of Lake Okeechobee. Further, the project provides for increased storage and conservation of water for improved distribution throughout the project area during dry seasons. By using protective works to augment optimum management, these functions can be accomplished as well as provide a source of fresh water to the Everglades National Park. In addition, provisions are made for small-craft recreational facilities within the project area. This project was initially authorized by Congress in 1948 and has subsequently been revised to encompass additional elements to meet increased project needs. Completion of the L-73 levee is necessary to provide a flood detention capability in the Upper St. Johns region.


LAFAYETTE
CLAY
PUTNAM
DIXIE
GAINESVILLE
PALATKA
FLAGLER
CEDAR KEY
DAYTONA BEACH
VOLUSIA
SEMINOLE
ORLANDO
ORANGE
OSCEOLA
TAMPA
CLEARWATER
ST. PETERSBURG
MANATEE
HARDEE
BRADENTON
SARASOTA
DESOTO
CHARLOTTE
RAILROAD BRIDGES
LEGEND
FOUR RIVER BASINS, FLORIDA
PROJECT PLAN

FOUR RIVER BASINS
(Construction)

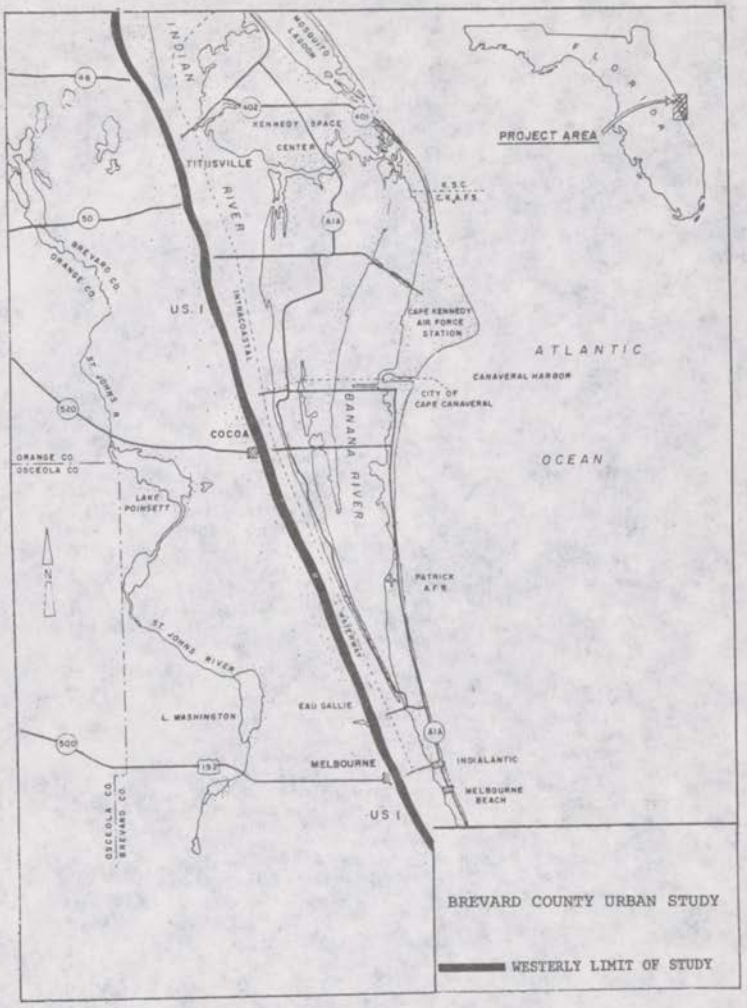
COST DATA:	Estimated Federal Cost	$153,000,000
	Estimated Non-Federal Cost	91,100,000
	Federal Funds Through FY-80	55,664,000
	President's Budget FY-81	4,900,000
	Corps Stated Capabilities FY-81	4,900,000
	State of Florida Request FY-81	4,900,000
	Benefit Cost Ratio: 2:1	
SPONSOR:	Southwest Florida Water Management District	

PROJECT DESCRIPTION: The project covers about 6,000 square miles within 14 counties in central and southwest Florida and includes the Hillsborough, Oklawaha, Withlacoochee and Peace River basins and the three coastal basins north of Tampa.

Four River Basins includes a number of flood detention areas designed to detain excess runoff during periods of heavy rainfall until such time as it is assured that the downstream conveyance capacities of the respectively involved rivers will not be exceeded. In conjunction with the flood detention areas where water is retained only temporarily in order to preserve existing natural biological communities, the project involves a system of water control structures, canals and levees designed to facilitate conveyance of excess runoff during heavy rainfall periods, as well as helping to preserve and augment existing water tables and artesian levels during periods of drought.

FY-81 funding is necessary to continue construction in the Tampa Bypass Canal (S-159 North, South and Middle) and Lower Hillsborough Flood Detention area. These funds would also allow continuation of recreational contracts in the Lower Hillsborough Flood Detention Area.

PROJECT JUSTIFICATION: The project authorized in 1962 is designed to prevent a recurrence of flooding experienced in the past and to permit storage of excess water for later beneficial use. The Southwest Florida Water Management District believes that there is a vital need to complete the project before a major storm again brings excessive property damage and human misery to the densely populated Tampa Bay area. The Tampa ByPass Canal, operating in conjunction with other project work will safely pass those floodwaters which would otherwise exceed the in-bank capacity of the existing Hillsborough River Channel. The detention areas are designed to provide detainment of floodwater, groundwater recharge and potential well field sites. All right-of-way for the Tampa ByPass Canal has been acquired.


FLORIDA
PROJECT AREA
INDIAN
RIVER
MOSQUITO LAGOON
KENNEDY SPACE CENTER
TITUSVILLE
KSC CRAFS
A1A
BREVARD CO.
ORANGE CO.
US 1
INTRACOASTAL
CAPE KENNEDY AIR FORCE STATION
ATLANTIC
CANAVERAL HARBOR
CITY OF CAPE CANAVERAL
OCEAN
BANANA RIVER
ORANGE CO
OSCEOLA CO
COCOA
LAKE POINSETT
PATRICK A.F.B.
ST. JOHNS RIVER
L. WASHINGTON
EAU GALLIE
MELBOURNE
INDIALANTIC
MELBOURNE BEACH
OSCEOLA CO.
BREVARD CO.
BREVARD COUNTY URBAN STUDY
WESTERLY LIMIT OF STUDY

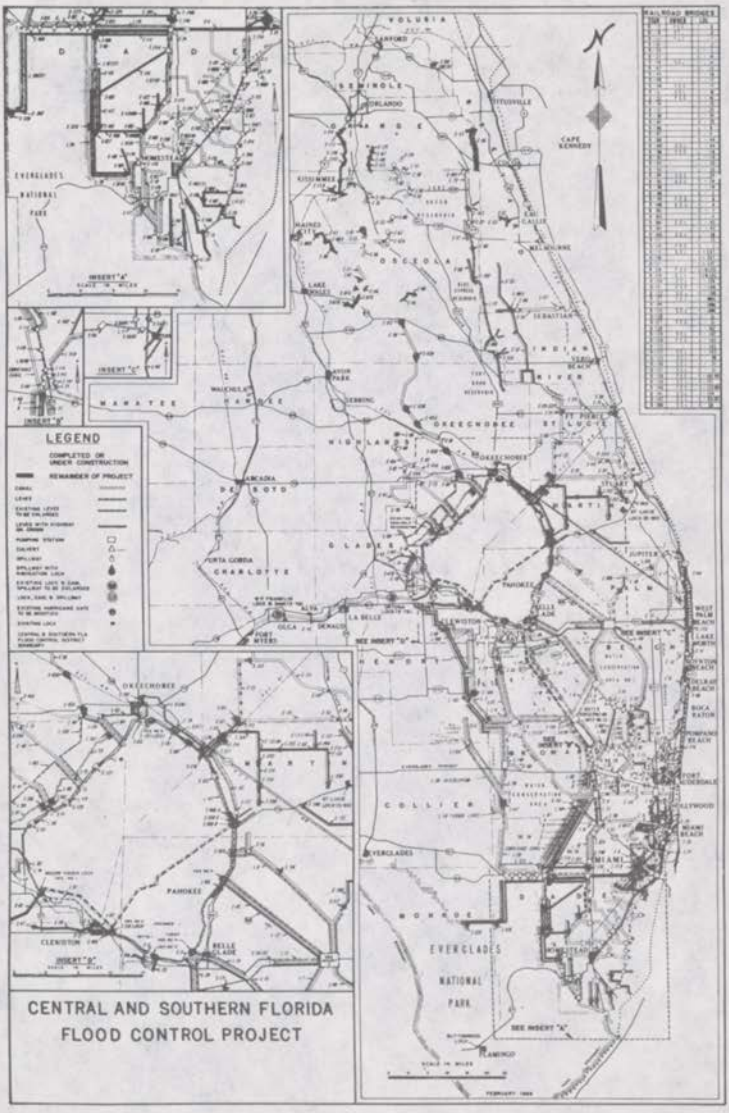
BREVARD COUNTY URBAN STUDY

COST DATA:		
	Estimated Federal Cost	$818,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	115,000
	President's Budget FY-81	405,000
	Corps Stated Capabilities FY-81	405,000
	State of Florida Request FY-81	405,000

SPONSOR: Brevard County

PROJECT DESCRIPTION: This study, as designed, will complement the County's ongoing 208, 201, and U.S.G.S. studies. The House of Representatives authorized the Urban Study by resolution dated December 9, 1975. Estimated length of study is three (3) years with initial funds used to develop the Plan of Study and initiate detailed investigations. Areas investigated for possible inclusion under this program include potable water supply for South Brevard County, including desalination of brackish water in the Melbourne area, development of a stormwater management plan to implement the 208 planning effort, floodplain delineation and flood elevation establishment and recreation and small boat navigation facilities. During FY-81, primary efforts will be directed to refinement of problem definition, development of alternative water supply plans, and development of population and land use projections.

PROJECT JUSTIFICATION: Brevard County has significant drainage, groundwater pollution, water supply and flooding problems which can be addressed through the Urban Studies Program. The study is limited to the area east of I-95 as the other areas are encompassed by existing authorities for the Upper St. Johns project. County technical staff and representatives from the Corps of Engineers have cooperated in the task of identifying specific study needs. This procedure will result in the preparation of an adequate and acceptable study document.

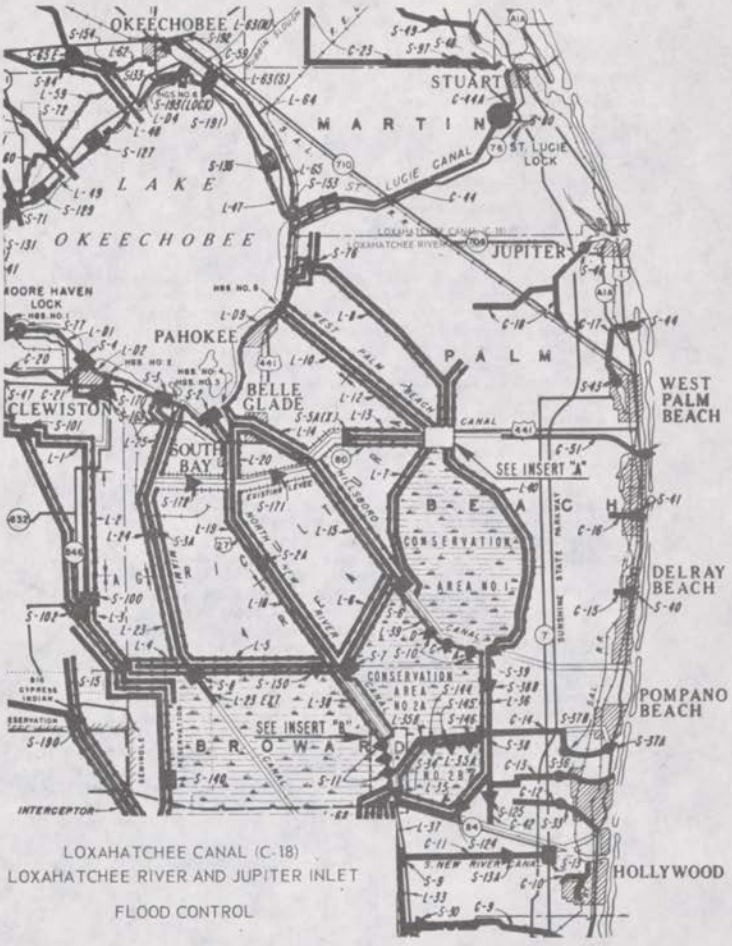

LEGEND
COMPLETED OR UNDER CONSTRUCTION
REMAINDER OF PROJECT
CENTRAL AND SOUTHERN FLORIDA
FLOOD CONTROL PROJECT
EVERGLADES NATIONAL PARK
VOLUSIA
SEMINOLE
ORANGE
OSCEOLA
BREVARD
INDIAN RIVER
OKEECHOBEE
ST. LUCIE
MARTIN
MANATEE
SARASOTA
CHARLOTTE
HIGHLANDS
GLADES
HENDRY
COLLIER
DADE
MONROE
PALM BEACH
BROWARD
CAPE KENNEDY
RAILROAD BRIDGES

CENTRAL AND SOUTHERN FLORIDA WATER SUPPLY
(Study)

COST DATA:	Estimated Federal Cost	$1,062,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	375,000
	President's Budget FY-81	446,000
	Corps Stated Capabilities FY-81	690,000
	State of Florida Request FY-81	690,000
SPONSOR:	South Florida Water Management District	

PROJECT DESCRIPTION: The Committee on Public Works of the United States Senate directed that the report of the Chief of Engineers on Water Resources for Central and Southern Florida and other pertinent reports be reviewed. This review was to determine whether any modifications of the recommendations in the Chief of Engineer's report are advisable, in order to provide alternative sources of water supply for industrial and municipal use in south-central Florida, to augment the supply presently being furnished and contemplated to be furnished by the Central and Southern Florida Flood Control Project. Such alternatives shall include, but not be limited to, consideration of desalinization of salt and brackish water, groundwater, and imports.

PROJECT JUSTIFICATION: At the time when the Corps of Engineers proposed the 1968 report on the Water Resources for Central and Southern Florida, the concept of deep aquifer storage and retrieval was recognized as having possibilities, but needed additional research. Research and planning studies since that time have progressed to the point that the feasibility of this alternative requires evaluation. Authority to investigate such alternatives is provided under existing authorization. This study should initially investigate the costs and feasibility of the use of deep well storage and retrieval as an alternate water supply source and water management option in Central and Southern Florida. On-going research studies are being conducted to evaluate the hydrologic and geochemical factors pertaining to the utilization of saline aquifers for the ultimate recovery and use of freshwater. The results of the studies to date, which indicate the potential for recovering significant quantities of water so stored and the potentially high efficiencies in comparison to other alternatives being investigated as a part of the Water Management District's water supply development planning, are sufficiently encouraging to warrant engineering cost and feasibility studies as proposed under this project.



LOXAHATCHEE CANAL (C-18)
LOXAHATCHEE RIVER AND JUPITER INLET
FLOOD CONTROL

C-18, LOXAHATCHEE RIVER SURVEY REVIEW
(Study)

COST DATA:	Estimated Federal Cost	$636,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	356,000
	President's Budget FY-81	150,000
	Corps Stated Capabilities FY-81	150,000
	State of Florida Request FY-81	150,000

SPONSOR: South Florida Water Management District

PROJECT DESCRIPTION: Purpose of the study is to determine flood control improvements that should be made to provide adequate flood protection and water control in the Loxahatchee Canal, Loxahatchee River, and Jupiter Inlet drainage area. The study will also examine drainage facilities within Jupiter Inlet, to include requirements for channel improvement in Jupiter Inlet, and will determine what project improvements are feasible to prevent or minimize erosion on the adjacent shorelines. This study will examine the problem of water supply to the Northwest Fork of the Loxahatchee River to maintain adequate flow during low flow conditions as well as the best disposition of the excess water during the wet season. Efforts in FY-79 and FY-80 were directed toward updating the original Plan of Study and initiating the hydrologic and economic studies. These efforts would continue in FY-81.

PROJECT JUSTIFICATION: The Loxahatchee Canal was originally designed and constructed to serve an area which was expected to be entirely agricultural. However, the area served by this canal has experienced rapid urban and industrial development since installation of C-18. With this increased development, the authorized project works serving this area do not provide adequate flood protection and water control. Because of the rapidly changing land use pattern from agricultural to urban and industrial in the project area, and the flood damages that have resulted in the Jupiter Inlet-Loxahatchee River area, the study is desired to determine the need for flood control and the feasibility and cost of providing such protection. As the study has been authorized for some time, the study scope would have to be reviewed to include the flood plain analysis, environmental and economic data needs to develop the alternatives for the area. This study was authorized by House Resolutions of July 22, 1958, and June 7, 1961, and Senate Resolutions of June 6, 1958, and December 19, 1960.

WITHLOCOOCHEE RIVER

REGION WATER SUPPLY STUDY AREA



WITHLACOOCHEE RIVER REGION WATER SUPPLY
(Study)

COST DATA:

Estimated Federal Cost	$300,000
Estimated Non-Federal Cost	0
Federal Funds Through FY-80	100,000
President's Budget FY-81	0
Corps Stated Capabilities FY-81	100,000
State of Florida Request FY-81	100,000

SPONSOR: Withlacoochee Regional Planning Council

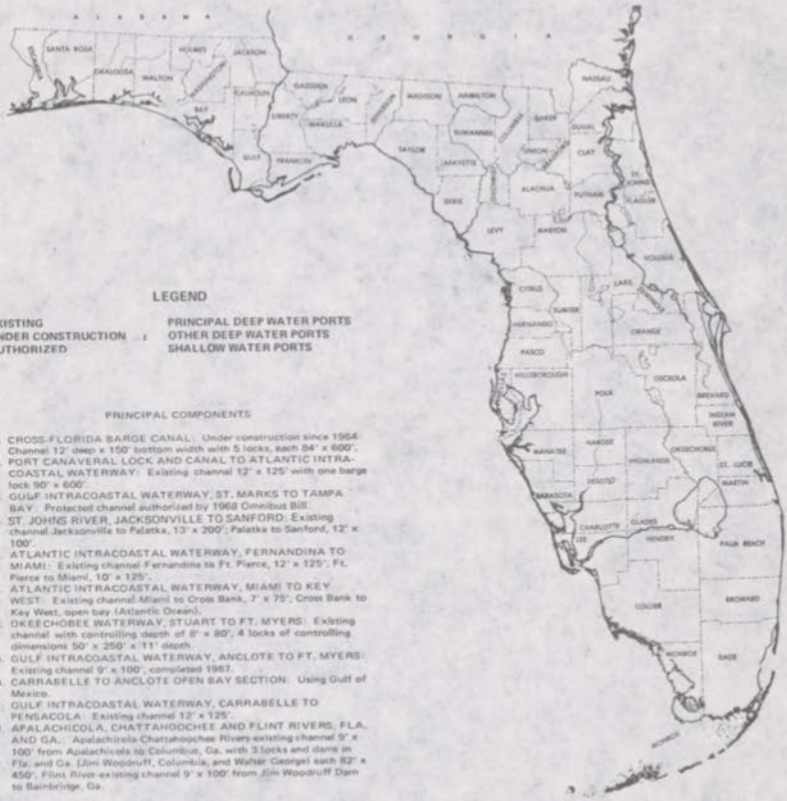
PROJECT DESCRIPTION: This study would evaluate the current availability and usage of freshwater resources in the Withlacoochee Region, and determine the future adequacy and availability of that supply. Such a study should form the basis of planning to assure that adequate water is available for the region in the future, and to arrange alternate supply sources for areas of potential shortage. Such a study will require a detailed evaluation of the region's water resources, both surface water and groundwater systems.

A survey of current water usage and water sources currently being utilized in the region would also be required.

From the information gathered, an analysis of future water use needs and requirements would be possible that would consider current and future 1) use, 2) demand/supply, 3) water supply excesses, and 4) alternate possibilities for meeting both demand and supply needs. From this information, a general plan for the best use of the water resources of the region could be formulated.

PROJECT JUSTIFICATION: The Withlacoochee Region is rapidly growing. Analysis indicated that the area's growth rate will continue, with the area projected to show an increase in population, by 1985, of 58 percent over 1975 population studies. This rate of growth has placed a burden upon the water resources of the Region and makes planning for existing and future water resources a matter of primary importance. Planning for wise use of water resources is important because adequate freshwater is vital to the continued development of the Region. This study would help the Region grow in an orderly and efficient manner, as well as helping the Region provide a dependable and adequate water supply for future expansion of business, commerce, residences, municipalities, and agriculture.

Florida
INLAND WATERWAYS SYSTEM



LEGEND

EXISTING	PRINCIPAL DEEP WATER PORTS
UNDER CONSTRUCTION	OTHER DEEP WATER PORTS
AUTHORIZED	SHALLOW WATER PORTS

PRINCIPAL COMPONENTS

1. CROSS-FLORIDA BARGE CANAL: Under construction since 1964. Channel 12' deep x 150' bottom width with 5 locks, each 84' x 600'.
2. PORT CANAVERAL LOCK AND CANAL TO ATLANTIC INTRACOASTAL WATERWAY: Existing channel 12' x 125' with one barge lock 90' x 600'.
4. GULF INTRACOASTAL WATERWAY, ST. MARKS TO TAMPA BAY: Protected channel authorized by 1968 Omnibus Bill.
5. ST. JOHNS RIVER, JACKSONVILLE TO SANFORD: Existing channel Jacksonville to Palatka, 13' x 200'; Palatka to Sanford, 12' x 100'.
6. ATLANTIC INTRACOASTAL WATERWAY, FERNANDINA TO MIAMI: Existing channel Fernandina to Ft. Pierce, 12' x 125'; Ft. Pierce to Miami, 10' x 125'.
7. ATLANTIC INTRACOASTAL WATERWAY, MIAMI TO KEY WEST: Existing channel Miami to Cross Bank, 7' x 75'; Cross Bank to Key West, open bay (Atlantic Ocean).
8. OKEECHOBEE WATERWAY, STUART TO FT. MYERS: Existing channel with controlling depth of 8' x 80', 4 locks of controlling dimensions 50' x 250' x 11' depth.
9. GULF INTRACOASTAL WATERWAY, ANCLOTE TO FT. MYERS: Existing channel 9' x 100', completed 1967.
10. CARRABELLE TO ANCLOTE OPEN BAY SECTION: Using Gulf of Mexico.
11. GULF INTRACOASTAL WATERWAY, CARRABELLE TO PENSACOLA: Existing channel 12' x 125'.
12. APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS, FLA. AND GA.: Apalachicola-Chattahoochee Rivers-existing channel 9' x 100' from Apalachicola to Columbus, Ga. with 3 locks and dams in Fla. and Ga. (Jim Woodruff, Columbia, and Walter George) each 82' x 450'. Flint River-existing channel 9' x 100' from Jim Woodruff Dam to Bainbridge, Ga.

NAVIGATION PROJECTS

Construction

Port Everglades

Port Manatee

St. Lucie Inlet

Tampa Harbor

General Investigation Studies

Bayou Texar

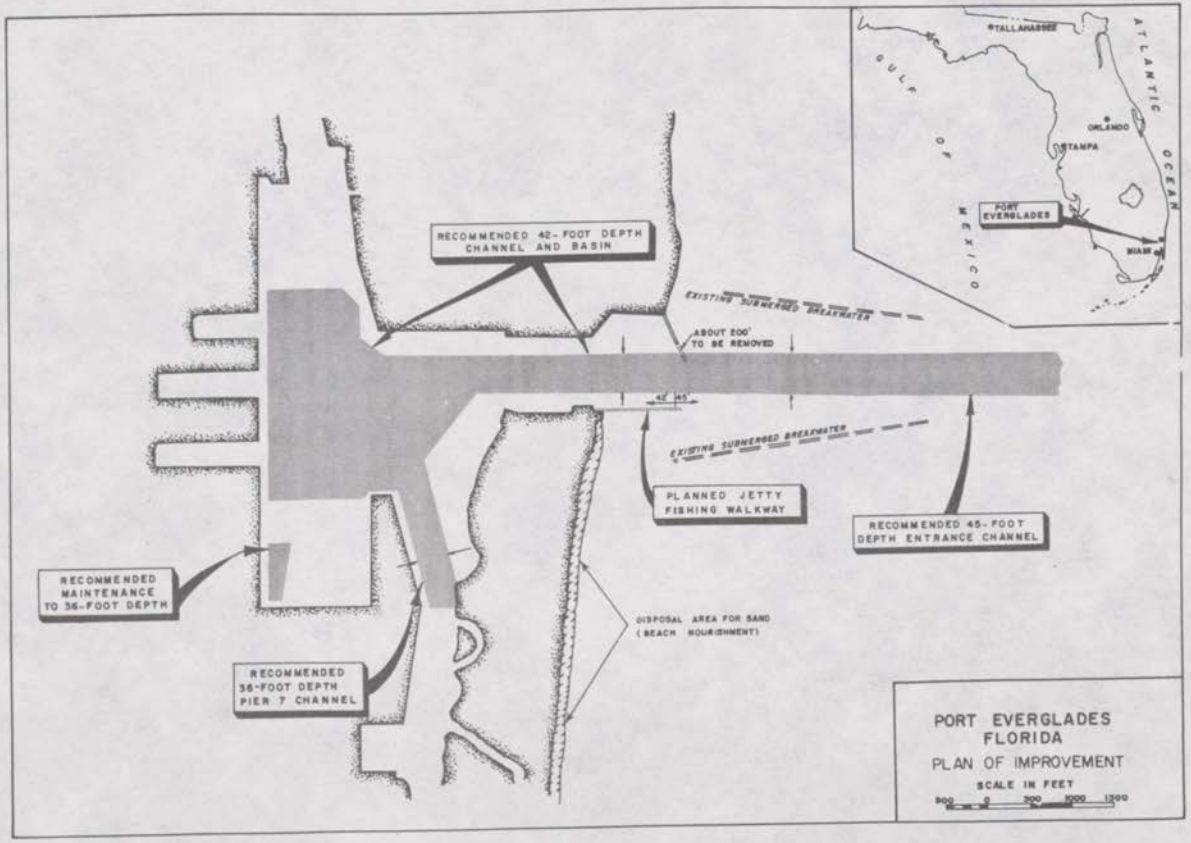
Canaveral Harbor

Gulf Coast Passes

Jacksonville Harbor

Jupiter Inlet

Port of Palm Beach


TALLAHASSEE
ATLANTIC OCEAN
GULF OF MEXICO
ORLANDO
TAMPA
PORT EVERGLADES
MIAMI
RECOMMENDED 42-FOOT DEPTH CHANNEL AND BASIN
EXISTING SUBMERGED BREAKWATER
ABOUT 200' TO BE REMOVED
42'
45'
EXISTING SUBMERGED BREAKWATER
PLANNED JETTY FISHING WALKWAY
RECOMMENDED 45-FOOT DEPTH ENTRANCE CHANNEL
RECOMMENDED MAINTENANCE TO 36-FOOT DEPTH
DISPOSAL AREA FOR SAND (BEACH NOURISHMENT)
RECOMMENDED 36-FOOT DEPTH PIER 7 CHANNEL
PORT EVERGLADES
FLORIDA
PLAN OF IMPROVEMENT
SCALE IN FEET
600 0 300 600 1200

PORT EVERGLADES HARBOR
(Construction)

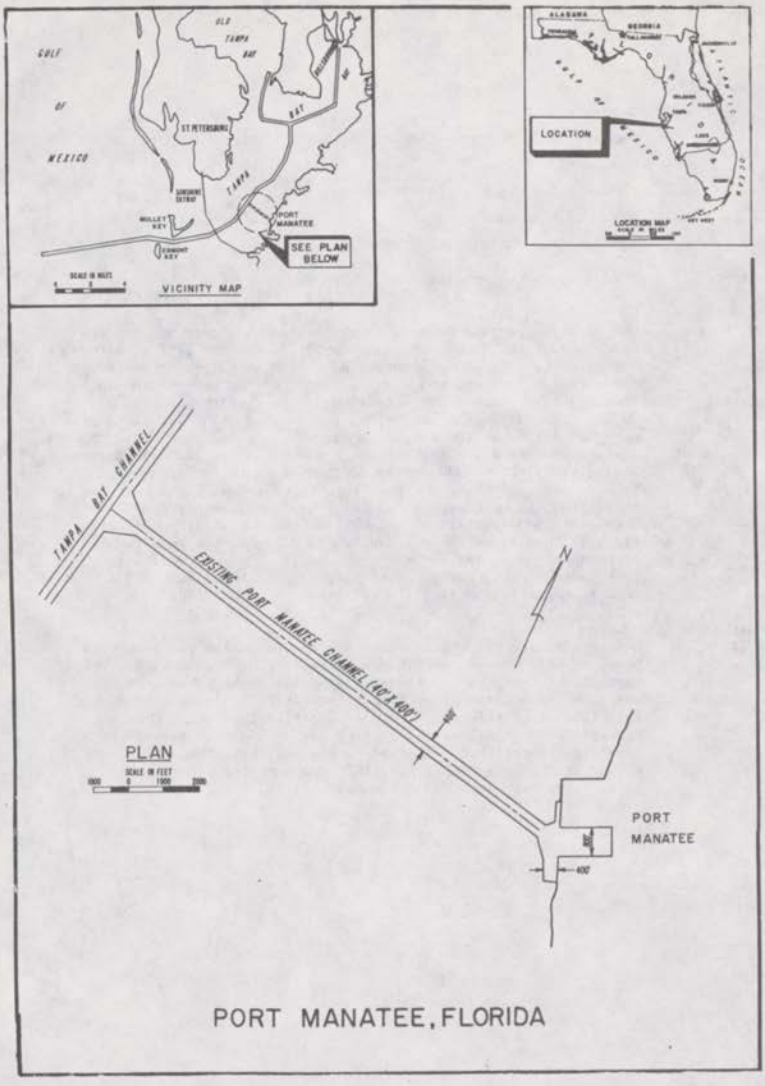
COST DATA:	Estimated Federal Cost	$32,000,000
	Estimated Non-Federal Cost	7,043,000
	Federal Funds Through FY-80	12,015,000
	President's Budget FY-81	12,335,000
	Corps Stated Capabilities FY-81	12,600,000
	State of Florida Request FY-81	12,600,000
	Benefit Cost Ratio: 1.7:1	

SPONSOR: Port Everglades Authority

PROJECT DESCRIPTION: The existing project provides a channel 40 feet deep and 500 feet wide through the Ocean bar tapering to 300 feet by 37 feet between the entrance jetties and continuing those dimensions to an irregularly flared entrance and turning basin of the same depth. Also included is a north-south extension of the turning basin at 31-feet depth. Present depths were completed in 1964. The 1974 authorization provides for deepening the ocean entrance channel to 45 feet to just inside the jetties, then 42 feet to and including the main turning basin, widening the 300-foot-wide section of the entrance channel to 450 feet; extending the main turning basin about 200 feet to the southeast: widening the locally provided 36-foot deep Pier 8 Channel to 400-foot-width; and maintaining the locally provided Berth 18 Channel to 36-foot depth. FY-81 funds are required for the channel deepening and widening and for the work on the Port Everglades turning basin. Conversion of the south jetty to a recreational fishing facility will also be accomplished.

PROJECT JUSTIFICATION: A preponderance of port traffic is crude petroleum and petroleum products with annual traffic now exceeding 10,000,000 tons. The significant trend toward larger deep draft tankers has left the entrance channel and other harbor facilities inadequate to permit full loading of tankers, thus unnecessarily increasing the cost of transportation. All necessary land has been placed under Port Authority control and committed to the project. The project was authorized by Congress in May, 1974 and a contract for local cooperation was executed in November, 1974.

60-588 O - 80 - 3 (pt. 10)


GULF
OF
MEXICO
OLD
TAMPA
BAY
TAMPA
BAY
ST. PETERSBURG
TAMPA
PORT
MANATEE
SEE PLAN
BELOW
VICINITY MAP
ALABAMA
GEORGIA
LOCATION
LOCATION MAP
TAMPA BAY CHANNEL
EXISTING PORT MANATEE CHANNEL (40' X 400')
N
PLAN
SCALE IN FEET
PORT
MANATEE
400'
PORT MANATEE, FLORIDA

MANATEE HARBOR CHANNEL MAINTENANCE
(Construction)

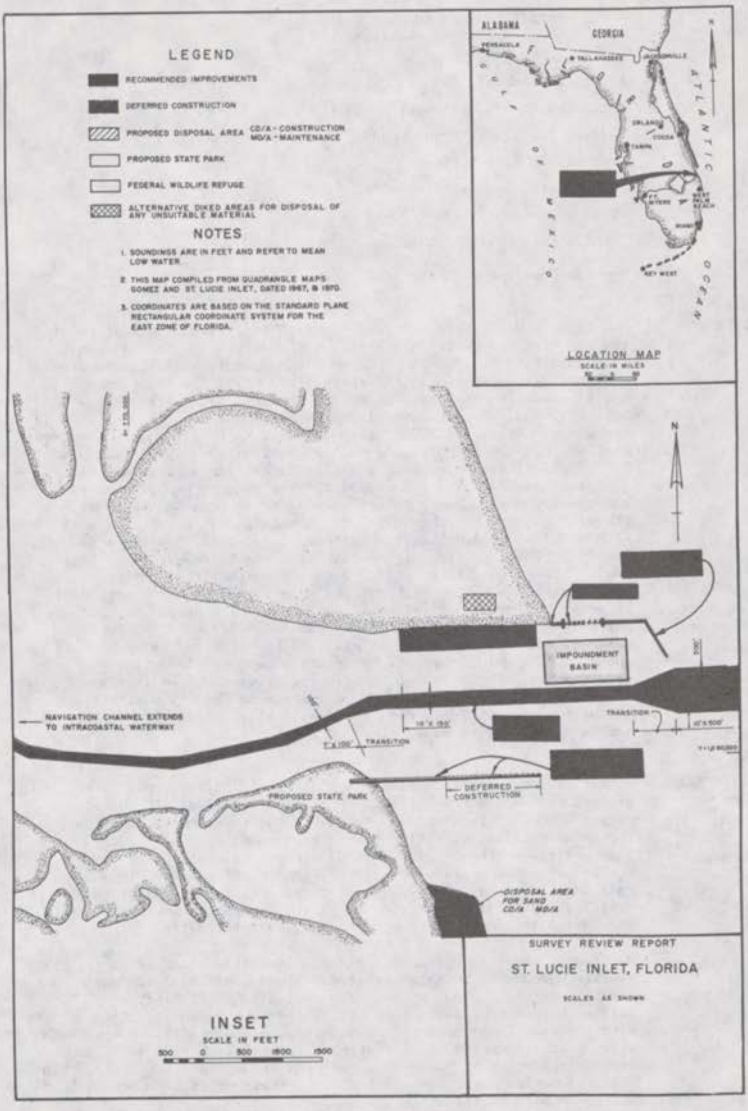
COST DATA:	Estimated Federal Cost	$6,500,000
	Estimated Non-Federal Cost	2,500,000
	Federal Funding Through FY-80	0
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	0
	State of Florida Request FY-81	300,000
	Benefit Cost Ratio: 9.3:1	

SPONSOR: Manatee County Port Authority

PROJECT DESCRIPTION: The Manatee Harbor project is a proposal for federal assumption of the existing navigation channel constructed by the Manatee County Port Authority in 1969-71. The proposed plan involves both removal of materials deposited in the channel since its construction and new construction at both ends of the channel, to improve the safety of navigation. The channel dimensions would be 40 feet deep at mean low water. About 1,425,000 cubic yards of material would be removed from the channel and piped to upland spoil sites. Total length would be 3.0 miles, extending from the port facilities to the main Tampa Harbor channel. The northwest end of the Manatee Harbor channel would intersect the main Tampa Harbor channel in an expanded "widener." The west side of the channel would be enlarged in a circular path with a radius of 3,000 feet, beginning 2,700 feet from the intersection. The east side of the channel would be changed to a 45 degree transition beginning 1,000 feet from the intersection. Approximately 1,175,000 cubic yards of material from 33 acres would be excavated and deposited on upland sites. The second part of the new work is at the Port end of the channel. The existing turning basin at Port Manatee would be expanded by 6.6 acres by excavating about 510,000 cubic yards of material, also to be deposited on upland sites. Ten acres of an existing above-water spoil island would be lowered to -2 feet MLW to compensate for the destruction of the 6.6 acres. Funds requested would allow initiation of the advanced engineering and design for the project.

PROJECT JUSTIFICATION: Authorization for the development of the feasibility report was granted by a House Resolution adopted 11 April 1974. The Manatee Harbor Channel Maintenance is currently under review for congressional authorization. This procedure includes appropriate review and hearings by the Public Works Committees. Construction may be authorized under Section 201 of the Flood Control Act of 1965 (projects less than $15,000,000 in total cost). Cost figures depicted are subject to review as part of the authorization phase and therefore do not represent October, 1979 estimates.

Waterborne commerce operations through facilities located at Manatee Harbor are being restricted by inadequate channel depths due to shoaling. Tidal currents at the entrance of Manatee Harbor channel make navigation of the turn at the intersection with the main Tampa Harbor channel hazardous. This requires vessels with drafts in excess of 25 feet to wait for slack tide near Egmont Key, at the mouth of Tampa Bay. An enlarged widener, as designed in the recommended plan, would allow all vessels using the port 24 hour access to port facilities.


LEGEND
RECOMMENDED IMPROVEMENTS
DEFERRED CONSTRUCTION
PROPOSED DISPOSAL AREA CD/A - CONSTRUCTION MD/A - MAINTENANCE
PROPOSED STATE PARK
FEDERAL WILDLIFE REFUGE
ALTERNATIVE DIKED AREAS FOR DISPOSAL OF ANY UNSUITABLE MATERIAL
NOTES
1. SOUNDINGS ARE IN FEET AND REFER TO MEAN LOW WATER.
2. THIS MAP COMPILED FROM QUADRANGLE MAPS GOMEZ AND ST. LUCIE INLET, DATED 1967, & 1970.
3. COORDINATES ARE BASED ON THE STANDARD PLANE RECTANGULAR COORDINATE SYSTEM FOR THE EAST ZONE OF FLORIDA.
ALABAMA
GEORGIA
ATLANTIC OCEAN
GULF OF MEXICO
KEY WEST
LOCATION MAP
SCALE IN MILES
N
IMPOUNDMENT BASIN
NAVIGATION CHANNEL EXTENDS TO INTRACOASTAL WATERWAY
TRANSITION
DEFERRED CONSTRUCTION
PROPOSED STATE PARK
DISPOSAL AREA FOR SAND CD/A MD/A
INSET
SCALE IN FEET
500 0 500 1000 1500
SURVEY REVIEW REPORT
ST. LUCIE INLET, FLORIDA
SCALES AS SHOWN

ST. LUCIE INLET IMPROVEMENTS
(Construction)

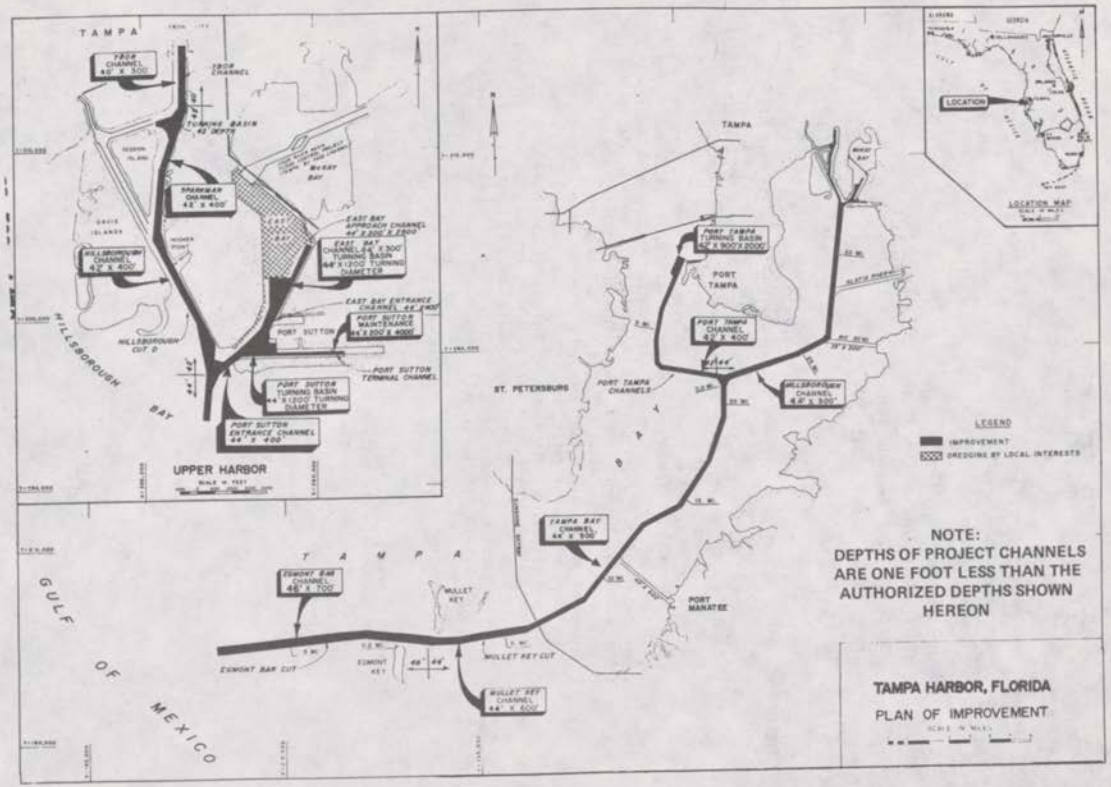
COST DATA:	Estimated Federal Cost	$6,290,000
	Estimated Non-Federal Cost	2,525,000
	Federal Funds Through FY-80	5,080,000
	President's Budget FY-81	1,210,000
	Corps Stated Capabilities FY-81	1,210,000
	State of Florida Request FY-81	1,210,000
	Benefit Cost Ratio: 1.4:1	

SPONSOR: Martin County

PROJECT DESCRIPTION: The project as currently authorized, provides for the construction of a channel connecting the ocean with the Intracoastal Waterway by means of a bar-cut at the East end approximately 1,000 feet long, having a width of 500 feet and a depth of 10 feet connecting to a channel between Hutchinson Island and Jupiter Island approximately 3,000 feet long, 150 feet wide and 10 feet deep connecting to an inner channel approximately 7,000 feet long, 100 feet wide and 7 feet deep connecting at the West and with the Intracoastal Waterway; extension and modification of the existing jetty North of the inlet approximately 500 feet to the southeast thereby providing a sand by-pass weir section about 500 feet long and excavation of an impoundment basin between the North jetty and the improved channel; construction of a new jetty with a fishing walkway on top from the northeast corner of Jupiter Island, South of the improved channel, extending approximately 1,200 feet East. Construction of an additional 1,200 feet of the South jetty and walkway shall be deferred until needed. Excavated sand materials will be used for beach nourishment and restoration on the ocean side of Jupiter Island.

FY-81 funds are necessary to complete construction.

PROJECT JUSTIFICATION: Rapid shoaling, shifting of the channel and dangerous currents have continued to make the inlet inadequate for the increasing traffic load of commercial fishermen and recreational boaters. The project will provide a safe access to the ocean and will provide for continued nourishment of the beach area south of the inlet. The project was authorized by Congress in May 1974.


TAMPA
UPPER HARBOR
HILLSBOROUGH BAY
GULF OF MEXICO
ST. PETERSBURG
PORT TAMPA
PORT MANATEE
LOCATION
LOCATION MAP
LEGEND
IMPROVEMENT
DREDGING BY LOCAL INTERESTS
NOTE:
DEPTHS OF PROJECT CHANNELS ARE ONE FOOT LESS THAN THE AUTHORIZED DEPTHS SHOWN HEREON
TAMPA HARBOR, FLORIDA
PLAN OF IMPROVEMENT

TAMPA HARBOR DEEPENING - MAIN CHANNEL
(Construction)

COST DATA:

Estimated Federal Cost	$168,000,000
Estimated Non-Federal Cost	3,514,000
Federal Funds Through FY-80	86,312,000
President's Budget FY-81	23,600,000
Corps Stated Capabilities FY-81	23,600,000
State of Florida Request FY-81	23,600,000
Benefit Cost Ratio: 1.7:1	

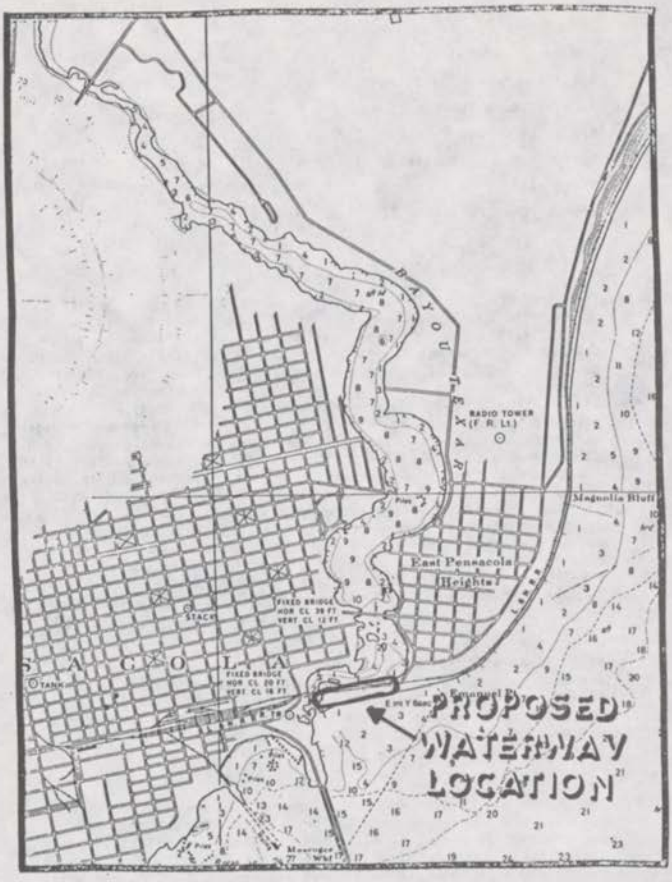
SPONSOR: Tampa Port Authority

PROJECT DESCRIPTION: The authorized project provides for deepening and enlargement of channels in Tampa Bay from the Gulf of Mexico to Upper Hillsborough and adjacent areas including: Enlargement of the existing entrance channel across Egmont Bay to a depth of 45 feet and a width of 700 feet; Enlargement of existing Mullet Key Cut Channel to a depth of 43 feet and a width of 600 feet; Enlargement of existing Tampa Bay Channel to a depth of 43 feet and a width of 500 feet; Enlargement of existing Hillsborough Bay Channel to a depth of 43 feet and a width of 500 feet to the junction with Port Sutton entrance channel, and thence deepening to 41 feet at the existing width of 400 feet to the junction with Seddon and Sparkman Channels; Enlargement of existing Port Sutton Turning Basin to a depth of 43 feet; Deepening existing Sparkman Channel to 41 feet; Deepening existing Ybor Channel to a depth of 39 feet; Enlargement of the existing turning basin at the entrance to Ybor Channel to a depth of 41 feet; Deepening existing Port Tampa Channel to a depth of 41 feet; Deepening the existing Port Tampa Turning Basin to 41 feet; Providing an entrance channel in East Bay at a depth of 43 feet; Providing an approach channel in East Bay at a depth of 43 feet; and maintenance of Port Sutton terminal channel to a depth of 43 feet.

FY-81 funds will continue the contract for Hillsborough Bay Cut A and Gadsden Point Cut. A contract will be let during the current fiscal year to widen and deepen the remainder of Cut A and part of Cut B. These contracts will continue in FY-81 for the Gadsden and Hillsborough Bay Channels. Contracts for Cut C, D, E, F (Section 3) will be awarded in late FY-81.

PROJECT JUSTIFICATION: The deepening of Tampa Harbor will provide access for deeper draft vessels entering and leaving the Port of Tampa and Port Manatee. Tampa Harbor with over 42 million tons handled in 1978 is Florida's largest port. Deepening and enlarging entrance channels, turning basins and side channels to 43 feet will allow heavier loading of cargo vessels handling bulk products, including petroleum products and phosphate. Access for deeper draft vessels will result in lower transportation costs for these commodities. The project was authorized by the River and Harbor Act of 1970.

BAYOU TEXAR WATER PROJECT



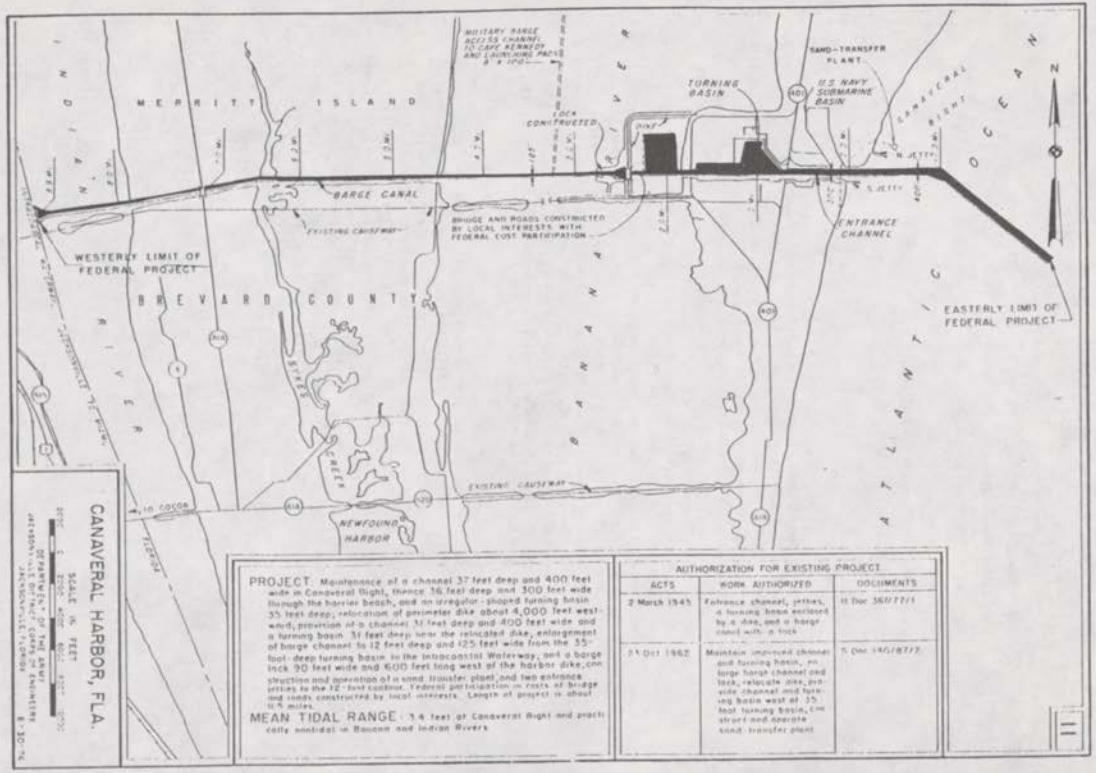
BAYOU TEXAR COASTAL ENGINEERING STUDY
(Preliminary Study)

COST DATA:	Estimated Federal Cost	$346,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	100,000
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	170,000
	State of Florida Request FY-81	170,000

SPONSOR: Escambia County

PROJECT DESCRIPTION: The Bayou Texar Restoration Project in Escambia County has been underway since 1974 for the improvement and upgrading of the water quality of Bayou Texar. However, in order to maintain the improving conditions, all proposed developments which potentially will have an impact upon the water quality of the Bayou must be thoroughly evaluated and cautiously analyzed prior to actual construction. The Bayou Texar Restoration Study proposed the opening of a Channel between Bayou Texar and Pensacola Bay in the vicinity of the L & N Railroad Trestle in order to provide increased tidal action between the Bayou and Pensacola Bay. The Coastal engineering study will include an examination and analysis of current Bayou Texar studies, a site-specific analysis of the tidal exchange between the Bayou and Pensacola Bay, a comprehensive analysis of the potential ecological/physical impacts of opening the waterway upon both the Bayou and the Bay, an analysis of the possible impacts of the channel upon sediment desposition in Bayou Texar and Pensacola Bay, and recommendations concerning the need for the waterway or the lack of need for the channel.

PROJECT JUSTIFICATION: Escambia County and the City of Pensacola were cited in 1972 for the extreme pollution and deterioration of Bayou Texar and Carpenter's Creek. A major cause of water quality degradation was determined to be caused by large quantities of sediment being deposited in the Bayou. This had a deteriorating effect on marine flora and fauna in the Bayou. A study determined and recommended that an additional waterway be opened between Bayou Texar and Pensacola Bay to provide added flushing of the Bayou. This study will determine the economic and environmental impacts of such a channel to determine its feasibility and impact on the water quality problem in Bayou Texar.


MERRITT ISLAND
INDIAN RIVER
BARGE CANAL
EXISTING CAUSEWAY
WESTERLY LIMIT OF FEDERAL PROJECT
BREVARD COUNTY
BANANA RIVER
MILITARY BARGE ACCESS CHANNEL TO CAPE KENNEDY AND LAUNCHING PADS R & 1960
LOCK CONSTRUCTED
TURNING BASIN
DIKE
SAND-TRANSFER PLANT
U.S NAVY SUBMARINE BASIN
CANAVERAL RIGHT
N JETTY
S JETTY
ENTRANCE CHANNEL
ATLANTIC OCEAN
EASTERLY LIMIT OF FEDERAL PROJECT
BRIDGE AND ROADS CONSTRUCTED BY LOCAL INTERESTS WITH FEDERAL COST PARTICIPATION
EXISTING CAUSEWAY
NEWFOUND HARBOR
TO COCOA
CANAVERAL HARBOR, FLA.
SCALE IN FEET
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA
8-30-74
PROJECT: Maintenance of a channel 37 feet deep and 400 feet wide in Canaveral Right, thence 36 feet deep and 300 feet wide through the barrier beach, and an irregular-shaped turning basin 35 feet deep; relocation of perimeter dike about 4,000 feet westward, provision of a channel 31 feet deep and 400 feet wide and a turning basin 31 feet deep near the relocated dike; enlargement of barge channel to 12 feet deep and 125 feet wide from the 35-foot-deep turning basin in the Intracoastal Waterway, and a barge lock 90 feet wide and 600 feet long west of the harbor dike; construction and operation of a sand transfer plant and two entrance jetties to the 12-foot contour. Federal participation in costs of bridge and roads constructed by local interests. Length of project in about 11.4 miles.
MEAN TIDAL RANGE: 3.4 feet at Canaveral Right and practically nontidal in Banana and Indian Rivers.
AUTHORIZATION FOR EXISTING PROJECT
ACTS | WORK AUTHORIZED | DOCUMENTS
2 March 1945 | Entrance channel, jetties, a turning basin enclosed by a dike, and a barge canal with a lock | H Doc 361/77th
31 Oct 1962 | Maintain improved channel and turning basin, enlarge barge channel and lock, relocate dike, provide channel and turning basin west of 35-foot turning basin, construct and operate sand transfer plant | S Doc 145/87th
11

CANAVERAL PORT AUTHORITY
(Study)

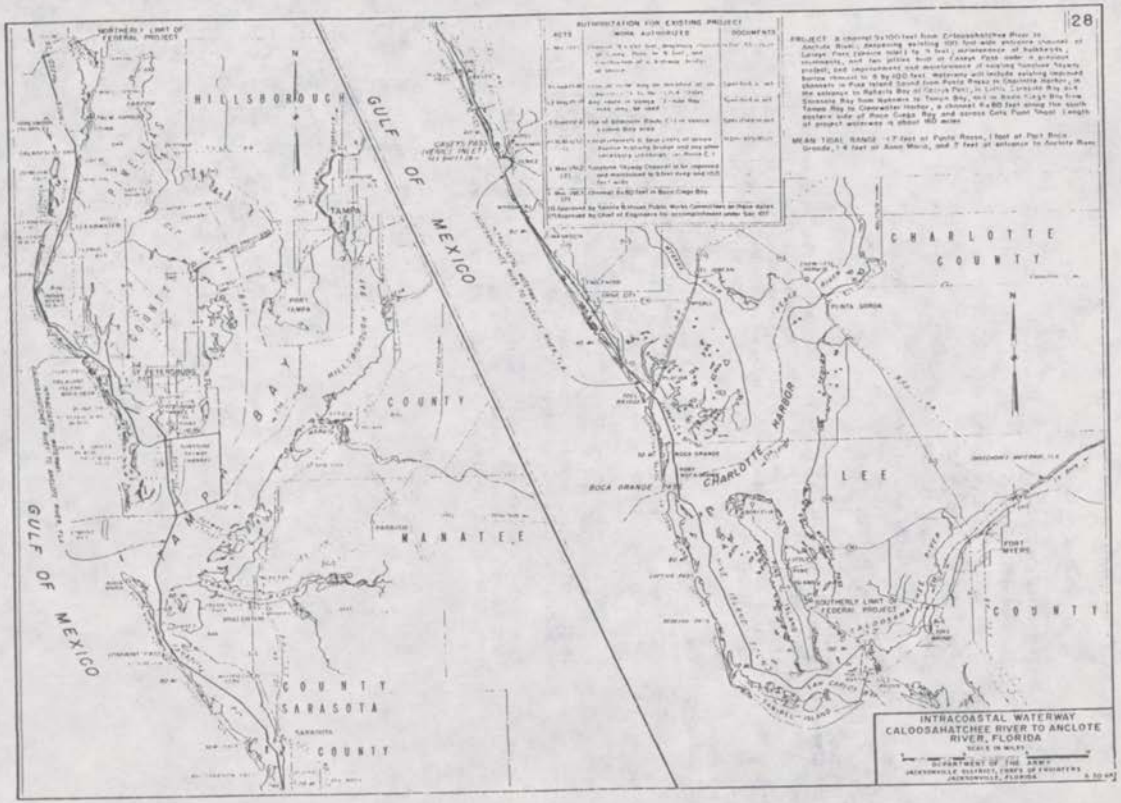
COST DATA:	Estimated Federal Cost	$30,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	0
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	0
	State of Florida Request FY-81	15,000

SPONSOR: Canaveral Port Authority

PROJECT DESCRIPTION: Funds are requested to conduct a feasibility study to determine the advisability of modifying the existing Federal Harbor Project in any way at this time, with particular reference to include in the project Federal maintenance dredging of the harbor channel deepened by local interests for the U.S. Navy.

PROJECT JUSTIFICATION: The existing Federal Harbor Project authorized by Senate Document Number 140, Eighty-seventh Congress needs to be studied regarding modification to include expansion of additional areas for maintenance dredging. The areas to be included in particular are those which were deepened by local interest and for the U.S. Navy. The U.S. Navy project deepened the entrance channel to 41 feet in 1976 to accommodate access to their Trident Wharf. The 41 foot project is presently being extended to the west at a cost of about $650,000 to provide access to a new deep water berth.

This study is not Congressionally authorized at present; however, local interests are proceeding with steps necessary to obtain that authorization in a timely manner so as to qualify for FY-81 funding.


28
AUTHORIZATION FOR EXISTING PROJECT
ACTS
WORK AUTHORIZED
DOCUMENTS
PROJECT
MEAN TIDAL RANGE
NORTHERLY LIMIT OF FEDERAL PROJECT
HILLSBOROUGH
PINELLAS
COUNTY
TAMPA
GULF OF MEXICO
MANATEE
SARASOTA
CHARLOTTE
COUNTY
PUNTA GORDA
CHARLOTTE HARBOR
BOCA GRANDE
LEE
FORT MYERS
SOUTHERLY LIMIT OF FEDERAL PROJECT
INTRACOASTAL WATERWAY
CALOOSAHATCHEE RIVER TO ANCLOTE RIVER, FLORIDA
SCALE IN MILES
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA

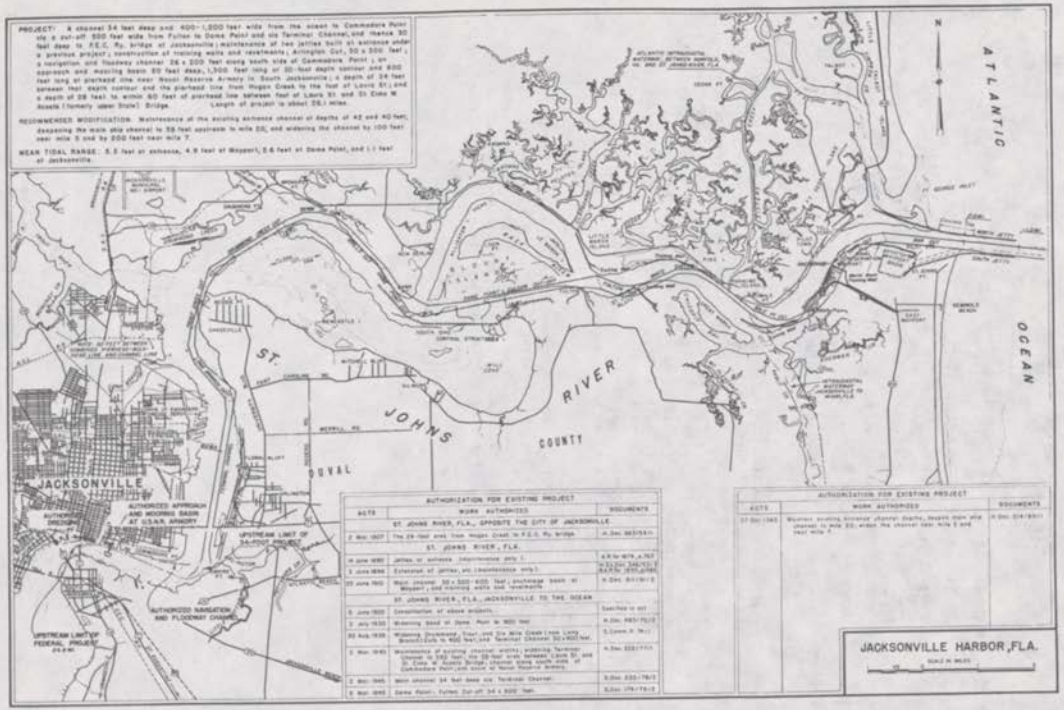
GULF COAST PASSES
(Study)

COST DATA:	Estimated Federal Cost	$435,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	110,000
	President's Budget FY-81	250,000
	Corps Stated Capabilities FY-81	250,000
	State of Florida Request FY-81	250,000

SPONSOR: West Coast Inland Navigation District

PROJECT DESCRIPTION: A study to determine the feasibility and desirability of assumption of regular maintenance of certain passes and inlets along the Intracoastal Waterway to facilitate commercial and pleasure boat traffic, to provide a readily accessible source of beach nourishment material for badly eroded adjacent beaches and to delineate the responsibility for providing safe and economical boat passage from the Gulf of Mexico to safe waters. Passes or inlets included are: 1) Stump Pass, Charlotte County, 2) Big Sarasota Pass, Sarasota County, 3) Longboat Pass, Manatee County, and 4) Hurricane and Dunedin Passes, Pinellas County.

PROJECT JUSTIFICATION: The feasibility study request is based upon the need for renourishment by adjoining beaches, boating safety, and the federal responsibility for maintenance. The amount of material to be obtained from the initial excavation of these passes for beach renourishment, the amount of boating traffic, the savings associated with fewer bridge openings and the savings of local funds for maintenance are items to be addressed in the feasibility study.


PROJECT: A channel 34 feet deep and 400-1,000 feet wide from the ocean to Commodore Point via a cut-off 500 feet wide from Fulton to Dame Point and via Terminal Channel, and thence 30 feet deep to F.E.C. Ry. bridge at Jacksonville; maintenance of two jetties built at entrance under a previous project; construction of training walls and revetments; Arlington Cut, 30 x 300 feet; a navigation and floodway channel 26 x 200 feet along south side of Commodore Point; an approach and mooring basin 30 feet deep, 1,300 feet long at 30-foot depth contour and 600 feet long at pierhead line near Naval Reserve Armory in South Jacksonville; a depth of 24 feet between that depth contour and the pierhead line from Hogan Creek to the foot of Laura St.; and a depth of 26 feet to within 60 feet of pierhead line between foot of Laura St. and St. Elmo M. Acosta (formerly upper State) Bridge. Length of project is about 26.1 miles.
RECOMMENDED MODIFICATION: Maintenance of the existing entrance channel of depths of 42 and 40 feet, deepening the main ship channel to 38 feet approach in mile 22, and widening the channel by 100 feet near mile 5 and by 200 feet near mile 7.
MEAN TIDAL RANGE: 5.5 feet at entrance, 4.9 feet at Mayport, 5.6 feet at Dame Point, and 1.1 feet at Jacksonville.
ATLANTIC
OCEAN
ATLANTIC INTRACOASTAL WATERWAY BETWEEN NORFOLK, VA. AND ST. JOHNS RIVER, FLA.
ATLANTIC BEACH
NEPTUNE BEACH
JACKSONVILLE BEACH
SEMINOLE BEACH
EAST JACKSONVILLE
ST. JOHNS RIVER
DUVAL COUNTY
JACKSONVILLE
JACKSONVILLE MUNICIPAL AIRPORT
MAIN CHANNEL
AUTHORIZED APPROACH AND MOORING BASIN AT U.S.N.R. ARMORY
AUTHORIZED NAVIGATION AND FLOODWAY CHANNEL
UPSTREAM LIMIT OF 34-FOOT PROJECT
UPSTREAM LIMIT OF FEDERAL PROJECT
AUTHORIZATION FOR EXISTING PROJECT
ACTS | WORK AUTHORIZED | DOCUMENTS
ST. JOHNS RIVER, FLA., OPPOSITE THE CITY OF JACKSONVILLE
2 Mar 1907 | The 24-foot area from Hogan Creek to F.E.C. Ry. Bridge | H.Doc. 663/59th
ST. JOHNS RIVER, FLA.
14 June 1880 | Jetties at entrance (maintenance only) | S.Ex.No.4/47th, H.767
3 June 1896 | Extension of jetties, etc (maintenance only) | H.Doc.266/52d, S.3/53d, H.Doc.4/54th
25 June 1910 | Main channel 30 x 300-600 feet; anchorage basin at Mayport; and training walls and revetments | H.Doc. 861/60th
ST. JOHNS RIVER, FLA., JACKSONVILLE TO THE OCEAN
3 June 1920 | Completion of above projects | See Acts 1 and 2
3 July 1930 | Widening basin at Dame Point to 800 feet | H.Doc. 483/70th
20 Aug 1935 | Widening Southwest Triad and Six Mile Creek Lower Land Branch Cuts to 400 feet; and Terminal Channel 30 x 400 feet | S.Doc. H. No.1
2 Mar 1945 | Maintenance of existing channel widths; widening Terminal Channel to 540 feet; the 28-foot area between Laura St. and St. Elmo M. Acosta Bridge; channel along south side of Commodore Point and point of Naval Reserve Armory | H.Doc. 522/77th
2 Mar 1945 | Main channel 34 feet deep and Terminal Channel | H.Doc. 230/78th
6 Aug 1946 | Dame Point - Fulton Cut-off 34 x 500 feet | H.Doc. 178/79th
AUTHORIZATION FOR EXISTING PROJECT
ACTS | WORK AUTHORIZED | DOCUMENTS
17 Mar 1945 | Maintain existing entrance channel depths, deepen main ship channel to mile 22, widen the channel near mile 5 and near mile 7 | H.Doc. 214/78th
JACKSONVILLE HARBOR, FLA.

JACKSONVILLE HARBOR DEEPENING
(Study)

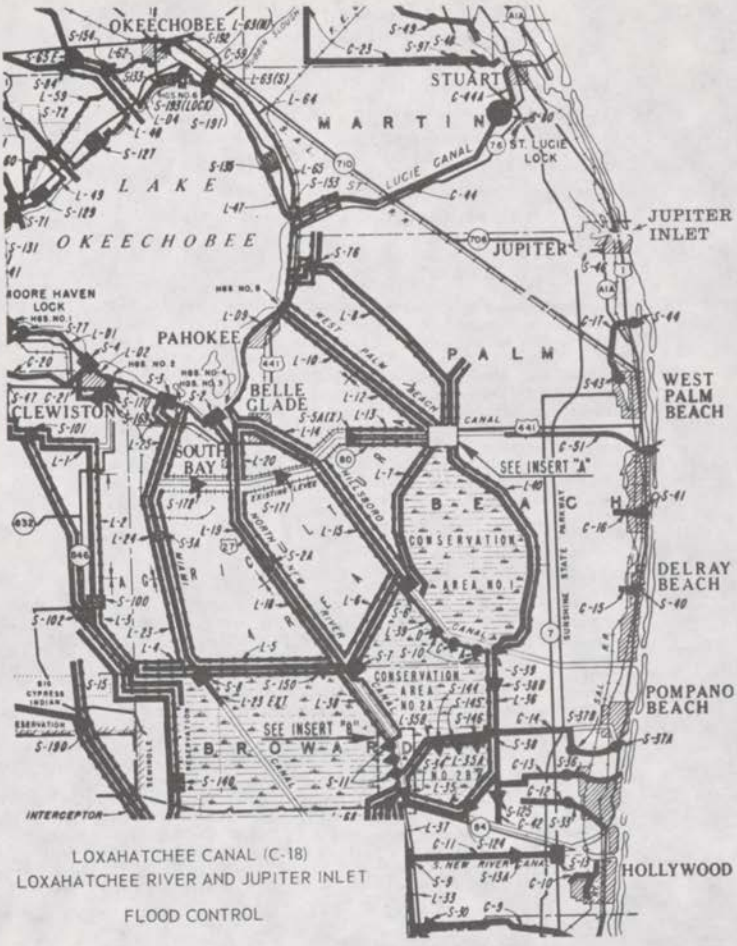
COST DATA:	Estimated Federal Cost	$543,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	310,000
	President's Budget FY-81	233,000
	Corps Stated Capabilities FY-81	233,000
	State of Florida Request FY-81	233,000

SPONSOR: Jacksonville Port Authority

PROJECT DESCRIPTION: The study area encompasses Jacksonville Harbor, Florida. The presently authorized navigation project provides for a main ship channel 38 feet deep and 400 to 1,200 feet wide from the ocean to Mile 20, then 34 feet to Mile 22, and 30 feet to Mile 24.9. A 30-foot deep channel is currently maintained along the westerly shore of Blount Island under an earlier Congressional authorization, principally serving a tanker-unloading terminal for the Jacksonville Electric Authority and a bulk gypsum terminal. Local interests desire deepening of the 38-foot project to better serve the current and future needs of the larger tankers, phosphate ships, and other types of bulk carriers now using and expected to use the harbor, and a turning basin at Blount Island.

The study effort is currently ongoing and FY-81 funding would be used to complete the study effort.

PROJECT JUSTIFICATION: This survey review is concerned with the desirability and feasibility of modifying the authorized navigation project in any way at this time. The 38-foot project authorized in 1965 was completed in 1977. However, in view of current and planned facilities and the trend toward larger tankers, phosphate ships, and other types of bulk carriers, the Jacksonville Port Authority, and other local interests desire deepening of the authorized 38-foot project, and the westerly channel at Blount Island. The Jacksonville Port Authority is now planning to construct deep-draft bulk-loading facilities near Mile 11. There is a bulk-loading facility with 38-foot-depth water along-side at about Mile 18. Increased terminal depths are planned. The Jacksonville Port Authority foresees a requirement for a 45-foot deep channel to its public terminal at Mile 11, and a deepened 38-foot channel along the westerly shoreline of its Blount Island Marine Terminal. The study was authorized by resolution of the House Public Works Committee on September 23, 1976.



LOXAHATCHEE CANAL (C-18)
LOXAHATCHEE RIVER AND JUPITER INLET

FLOOD CONTROL

JUPITER INLET
(Study)

COST DATA:	Estimated Federal Cost	$262,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	0
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	25,000
	State of Florida Request FY-81	25,000

SPONSOR: Jupiter Inlet District

PROJECT DESCRIPTION: The specific Federal Funding requested at this time is that amount necessary to conduct an economic feasibility study to determine if improvements to the Jupiter Inlet would be cost effective. Anticipated study activities include the collection of economic data relative to the importance of inlet improvement and relevant physical data to plan the proposed project. Currently, a comprehensive study of the Loxahatchee River Basin is being conducted by the U.S.G.S. The inlet study will be coordinated with that effort. FY 1981 funds will be used to develop a plan of study and conduct initial public meetings.

PROJECT JUSTIFICATION: In its present condition Jupiter Inlet does not adequately provide for the needs of recreational and charter boating, and commercial fishing interests. Permanent jetties which extend to the ocean have been previously constructed, and sand is dredged from the inlet about every two years and deposited on the beach south of the inlet.

There has been considerable local interest during the past many years in construction of suitable improvements to make the inlet safer for navigation. In accordance, therewith, the Army Engineers, Jacksonville District conducted an economic study that was completed in 1966 (Report #58 - March 11, 1966) to determine if the necessary capital expenditures could be justified. At that time the benefits did not justify the cost. Since that time there has been a large increase in: 1) population, 2) boating, and 3) commercial fishing in the area, and thus capital improvements may now be cost effective.

60-588 O - 80 - 4 (pt. 10)

17
LAKE WORTH INLET
SINGER ISLAND
PEANUT ISLAND
PALM BEACH
PORT OF PALM BEACH
RIVIERA BEACH
PROJECT: An entrance channel 35 feet deep, 800 feet wide, and 0.8 mile long, merging with an inner channel 31 feet deep, 500 feet wide and 0.3 mile long, thence flaring into a turning basin 1,400 feet north-south along the side next to the berthing area by 0 north-south, of 1,200 feet east-west, removal of south point, and jetties and shore revetments of the inlet. Length of project is about 1.6 miles.
MEAN TIDAL RANGE: 2.8 feet at inlet and 2.6 feet at the turning basin
AUTHORIZATION FOR EXISTING PROJECT
DOCUMENTS
PALM BEACH HARBOR
FLORIDA
SCALE IN FEET
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA

PORT OF PALM BEACH
(Study)

COST DATA:	Estimated Federal Cost	$120,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	0
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	50,000
	State of Florida Request FY-81	50,000

SPONSOR: Port of Palm Beach District

PROJECT DESCRIPTION: Funds are requested to conduct a feasibility study to determine the advisability of modifying the existing Federal Harbor Project to include the locally constructed Turning Basin Extension north of and contiguous to the present project for Federal maintenance thereof.

PROJECT JUSTIFICATION: The existing Federal Harbor Project authorized by House Document Number 283, Eighty-sixth Congress, requires additional studies regarding modifications to include expansion of additional areas for maintenance dredging. The area to be included was constructed in 1976 by local interests at a cost of about $500,000. The project consisted of dredging approximately 14 acres to a depth of 25 feet, mean low water. About 365,000 c.y. of material were removed. This study was authorized by resolution dated May, 1979.



INDEX MAP
BEACH EROSION CONTROL PROJECTS

BEACH EROSION CONTROL PROJECTS

Construction

Broward County

Dade County

Manatee County

Panama City Beaches

Pinellas County

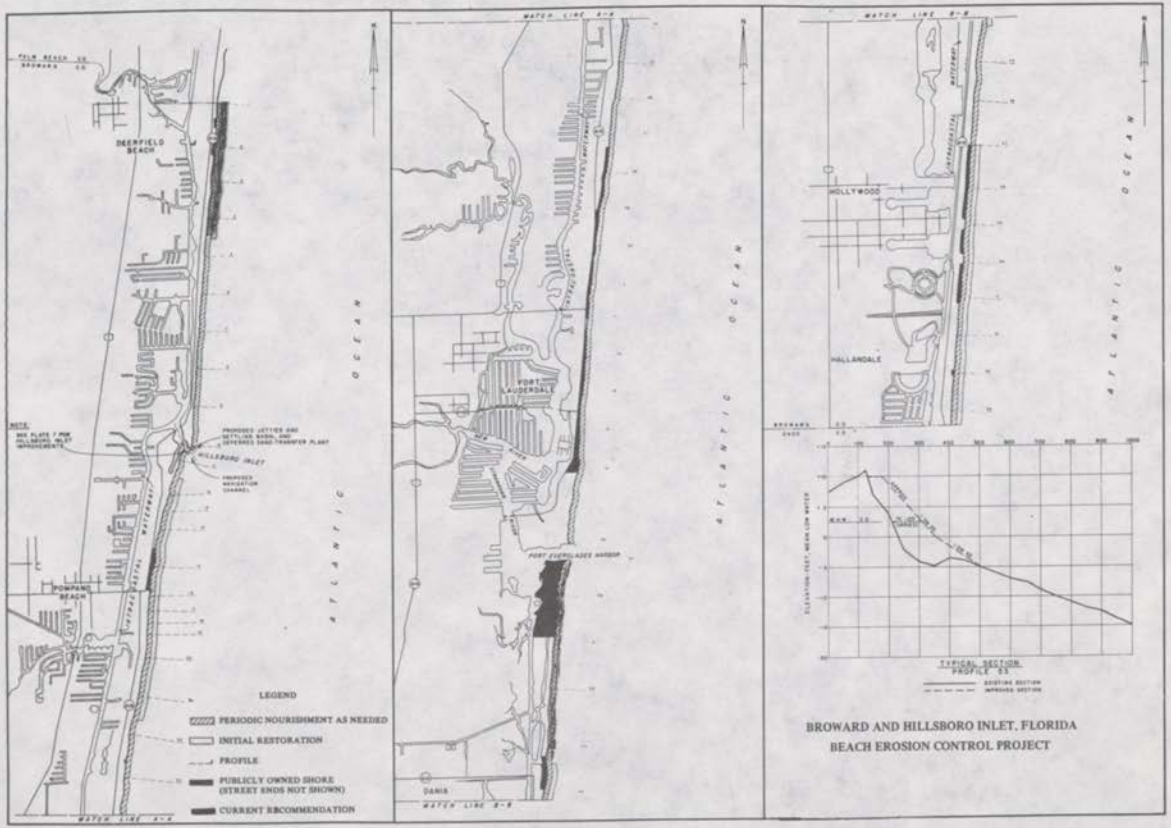
General Investigation Studies

Flagler County

Mexico Beach

Pinellas County

Sarasota County



BROWARD AND HILLSBORO INLET, FLORIDA
BEACH EROSION CONTROL PROJECT

BROWARD COUNTY (HOLLYWOOD - HALLANDALE) BEACH EROSION CONTROL
(Construction - Reimbursement)

COST DATA:		
	Estimated Federal Cost	$ 8,580,000
	Estimated Non-Federal Cost	13,500,000
	Federal Funds Through FY-80	5,703,000
	President's Budget FY-81	750,000
	Corps Stated Capabilities FY-81	750,000
	State of Florida Request FY-81	750,000
	Benefit Cost Ratio: 3.5:1	

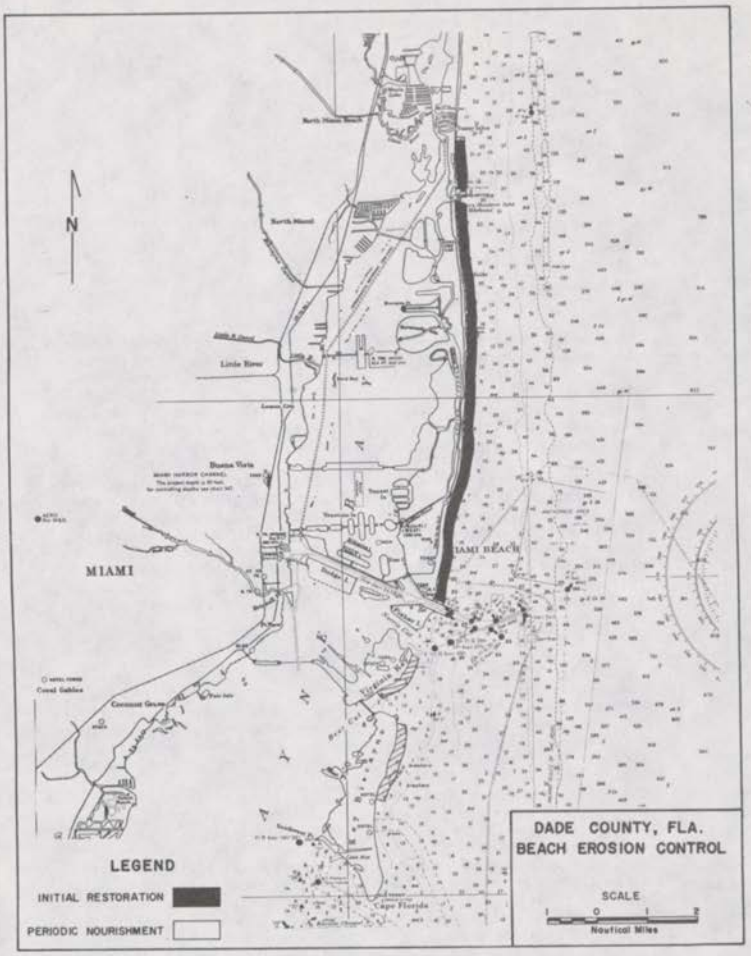
SPONSOR: Broward County

PROJECT DESCRIPTION: The project includes hydraulic dredging of offshore beach sand and placement on approximately 25,000 feet of shoreline. The project limits extend from the Dade-Broward County line in the south, to Balboa Street, Hollywood, in the north. The engineering studies presently indicate approximately 2,000,000 cubic yards of compatible beach sand will be pumped on the South Broward shoreline. The project is to be constructed in calendar years 1979 and 1980.

The Port Everglades Harbor Deepening Project is approximately three miles north of the northern project limit. Any useable beach sand from the Harbor Deepening Project suitable for placement on Broward beaches will be placed at the John U. Lloyd Beach State Recreation Area. The project includes biological monitoring, dredging and beach construction and beach fill monitoring to ensure adequate provisions are made to avoid damage to offshore coral reef areas. FY-81 funding would allow completion of the initial nourishment phase.

PROJECT JUSTIFICATION: The proximity of the offshore Broward County reefs to the project borrow sites and the beach fill location required biological monitoring of these reef systems. The monitoring program will be conducted by the Broward County Erosion Prevention Division to document pre-project reef conditions and will continue during and after the dredging and beachfill activity.

The beach nourishment project is being designed to increase the recreational shoreline resources, provide storm protection for littoral property owners, and provide compatibility with the overall Broward County Land Use Plan. The local funds for the project have been budgeted for this fiscal year and engineering costs are presently being paid by the local sponsor. Federal cost sharing of these funds are being requested on a post- project reimbursement basis. The project was authorized by House Document No. 91, 89th Congress, First Session.


N
MIAMI
Little River
Biscayne Bay
Coral Gables
Coconut Grove
Cape Florida
LEGEND
INITIAL RESTORATION
PERIODIC NOURISHMENT
DADE COUNTY, FLA.
BEACH EROSION CONTROL
SCALE
Nautical Miles

DADE COUNTY BEACH EROSION CONTROL AND HURRICANE PROTECTION
(Construction)

COST DATA:

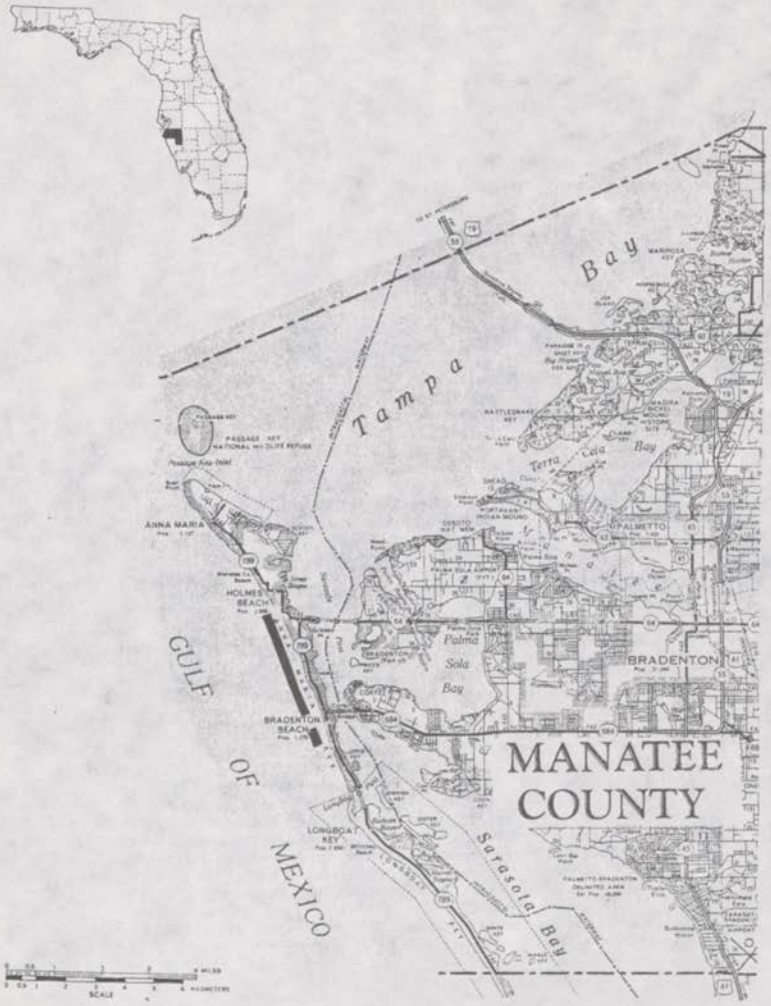
Estimated Federal Cost	$33,700,000
Estimated Non-Federal Cost	28,147,000
Federal Funds Through FY-80	14,219,000
President's Budget FY-81	5,000,000
Corps Stated Capabilities FY-81	5,000,000
State of Florida Request FY-81	5,000,000
Benefit Cost Ratio: 5.8:1	

SPONSOR: Dade County

PROJECT DESCRIPTION: The project as authorized provides for beach erosion control and hurricane surge protection by initial placement of 13.5 million cubic yards of material to form a protective and recreational beach and protective dune for 9.3 miles of shore between Government Cut and Bakers Haulover Inlet (encompassing Miami Beach, Surfside and Bal Harbour), and for beach erosion control by initial placement of 0.2 million cubic yards of material to form a protective and recreational beach along 1.2 miles of shore at Haulover Beach Park. Between Government Cut and Bakers Haulover Inlet, the plan would provide a hurricane surge protection dune 20 feet wide at 11.5 feet above mean low water and a level berm 50 feet wide at elevation 9 feet with natural slopes as provided by wave action. At Haulover Beach Park, the plan provided a level berm with an average width of 50 feet at elevation 9 feet and natural slopes.

This project is programmed in five phases. Phase 1 (Haulover Beach Park south to 80th Street) is complete and Phase 2 (80th Street south to 63rd Street) is essentially complete. Phase 3 (67th Street to 37th Street) will be completed during the current fiscal year. During this year, Phase 4 (37th Street to Lincoln Road) will be initiated as well as Phase 5 (Lincoln Road to Government Cut). Phase 4 and 5 will continue in FY-81.

PROJECT JUSTIFICATION: The project is designed to provide Beach Erosion Control and Hurricane Surge Protection. At a number of locations, erosion has undermined or threatens to undermine shorefront structures. Recession of the shore is causing the loss of valuable recreational beach and at many locations is placing seawalls under direct wave attack. The beaches of the study area are of prime importance as tourist attractions and it is essential to the economy of the entire area that the beaches be improved and preserved. The 0.85 mile long portion of the project fronting Bal Harbour has been completed. Delay in completing the remainder of the project south of Bal Harbour threatens the completed portion. The project was authorized by Congress in 1968.


Tampa Bay
Terra Ceia Bay
PALMETTO
BRADENTON
Palma Sola Bay
MANATEE COUNTY
ANNA MARIA
HOLMES BEACH
BRADENTON BEACH
LONGBOAT KEY
GULF OF MEXICO
Sarasota Bay
SCALE

Manatee County (Anna Maria Key) Beach Erosion Control
(Construction)

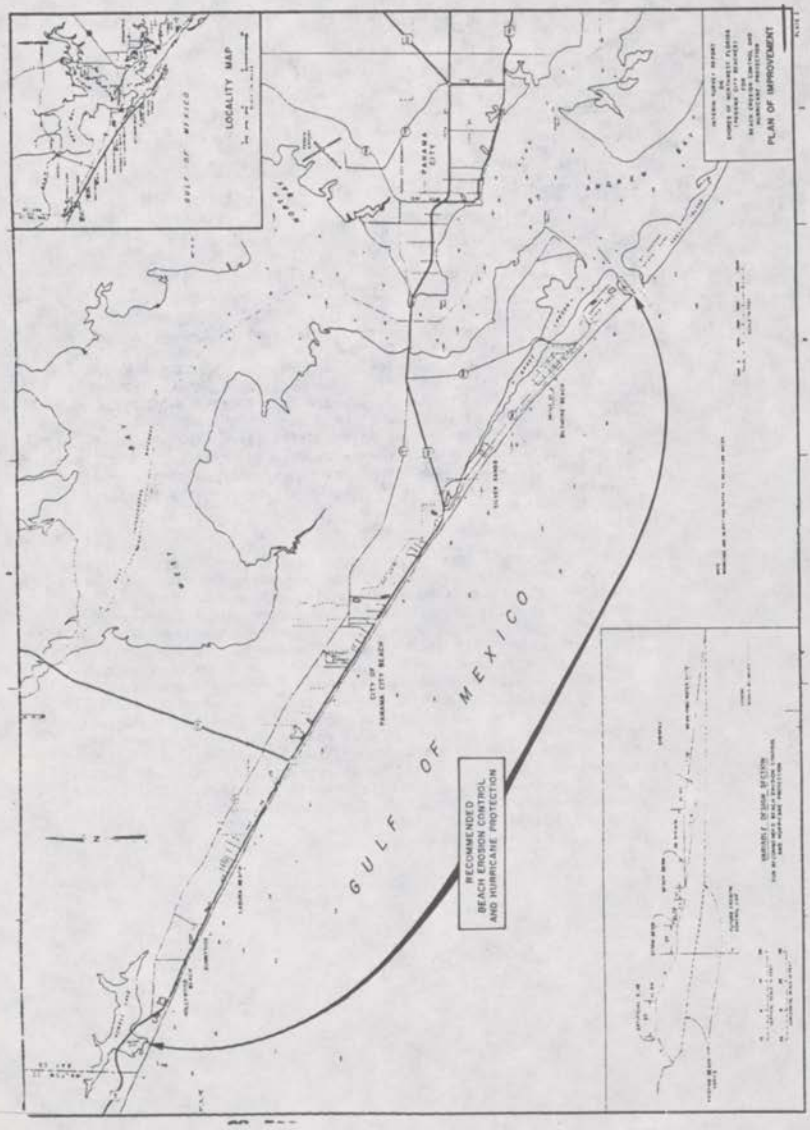
COST DATA:

Estimated Federal Cost	$6,140,000
Estimated Non-Federal Cost	6,394,000
Federal Funds Through FY-80	212,000
President's Budget FY-81	0
Corps Stated Capabilities FY-81	740,000
State of Florida Request FY-81	740,000
Benefit Cost Ratio: 2.2:1	

SPONSOR: Manatee County

PROJECT DESCRIPTION: This project includes the protection and restoration by renourishment of the beaches of Anna Maria Key with construction of a low level 50 foot wide berm at elevation 6 feet above MLW for about 3.5 miles of shoreline which includes areas along the shores of Anna Maria Key, Bradenton Beach, and Holmes Beach. A 7500 ton low profile rubble mound groin would be placed on the north side of Anna Maria Key at Passage Key Inlet. Five years of advanced nourishment and an overfill volume as well as periodic renourishment every 10 years will be undertaken at the project beaches. Funds requested would initiate the first renourishment phase for the Anna Maria Island segment.

PROJECT JUSTIFICATION: The Manatee County area is in need of permanent recreation facilities and public access including well maintained beaches for use by residents and tourists. Available data has shown that the Gulf shore of Anna Maria Island has receded substantially, expecially along a 3.5 mile stretch of Gulf shore where seasonal erosion threatens parts of the upland area. The beaches of Anna Maria Island need sand nourishment to provide the protection of upland properties. Manatee County will provide appropriate access and facilities, including parking and sanitation, necessary for the realization of the public benefits upon which Federal participation is based in part. The project will enable the County to administer and maintain the beach for continued public use during and after the project. The County will adopt appropriate ordinances or other means to insure preservation of the beach fill areas. The project is authorized under Section 32-01 of the Flood Control Act of 1965 by Senate Resolution adopted 31 May, 1974, and House Resolution adopted 20 November, 1975.


LOCALITY MAP
GULF OF MEXICO
PANAMA CITY
PANAMA CITY BEACH
RECOMMENDED
BEACH EROSION CONTROL
AND HURRICANE PROTECTION
GULF OF MEXICO
PLAN OF IMPROVEMENT

PANAMA CITY BEACHES EROSION CONTROL AND HURRICANE PROTECTION
(Construction)

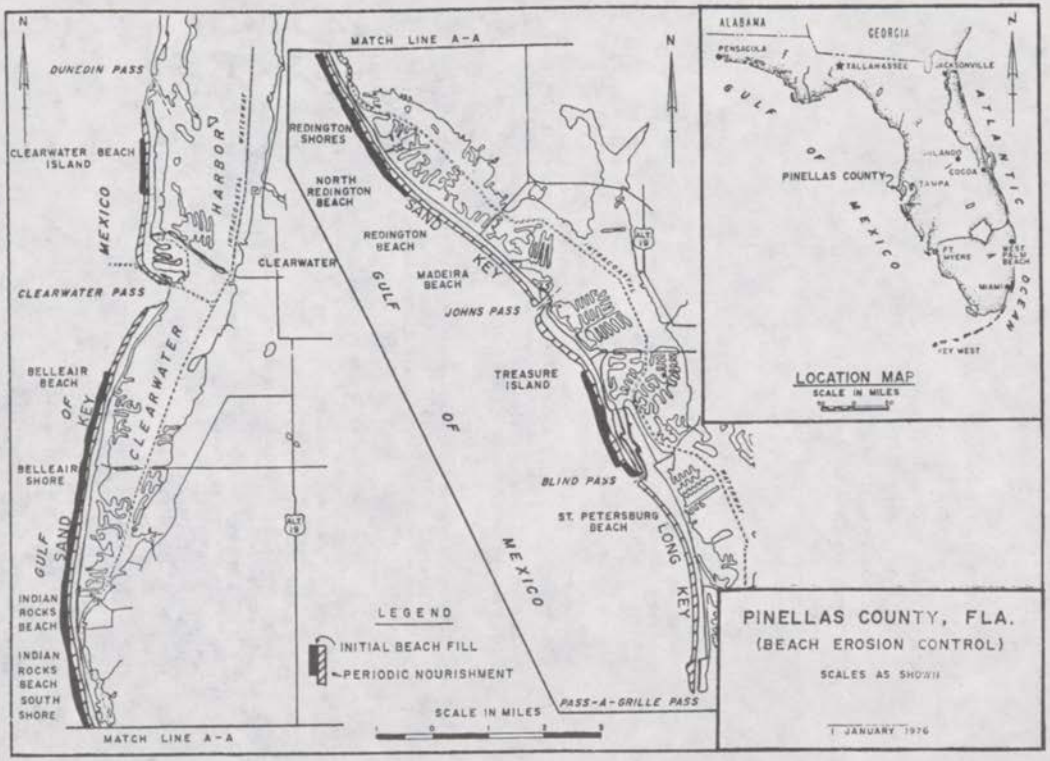
COST DATA:	Estimated Federal Cost	$16,300,000
	Estimated Non-Federal Cost	7,900,000
	Federal Funds Through FY-80	0
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	0
	State of Florida Request FY-81	1,152,000
	Benefit Cost Ratio: 6.2:1	

SPONSOR: Bay County

PROJECT DESCRIPTION: The proposed project would include 18.5 miles of beach restoration plus an artificial dune and berm between Phillips Inlet and the entrance channel into Panama City Harbor. The work would involve dredging offshore at the 10-fathom (60-foot) contour, which varies between one-half to one mile offshore. There would be an initial need for 7,965,000 cubic yards of sand to construct the entire 18.5-mile project. Renourishment of the beach would require 946,000 cubic yards of sand at 10-year intervals. The plan also provides for public access across the dunes via 290 dune bridges and revegetation of the artificial dunes. The entire project area is located within Bay County Florida. FY-81 funding would initiate the development of a Phase 1 General Design Memorandum. As part of this process, the Corps will undertake an evaluation of current cost estimate, alternatives to be displayed, and environmental concerns.

PROJECT JUSTIFICATION: Florida's Northwest Gulf Coast is periodically battered and flooded by hurricanes, tropical storms, and other severe weather conditions which cause extensive damage to coastal construction and result in beach erosion and inlet modifications. Hurricane Eloise, which struck Panama City in September of 1975, caused over $80 million in property damage along an 18.5 mile reach of the Coast. Prior to this hurricane, the Panama City beaches had been classified as areas of critical erosion by a Florida Department of Natural Resources study in 1973.

Benefits include 1) reduction of future damage to structures in the area by decreasing the current erosion rate and protection from flooding and wave damage due to storm surges; and 2) improved recreational conditions in the area due to increased protection. Florida's construction setback law is applicable and the setback line has been established for Bay County. This factor, in addition to the adoption of Federal flood plain management strategies, will influence future use of beach areas.


N
DUNEDIN PASS
CLEARWATER BEACH ISLAND
CLEARWATER PASS
BELLEAIR BEACH
BELLEAIR SHORE
INDIAN ROCKS BEACH
INDIAN ROCKS BEACH SOUTH SHORE
GULF OF MEXICO
CLEARWATER HARBOR
CLEARWATER
SAND KEY
MATCH LINE A-A
REDINGTON SHORES
NORTH REDINGTON BEACH
REDINGTON BEACH
MADEIRA BEACH
JOHNS PASS
TREASURE ISLAND
BLIND PASS
ST. PETERSBURG BEACH
LONG KEY
PASS-A-GRILLE PASS
ALT 19
LEGEND
INITIAL BEACH FILL
PERIODIC NOURISHMENT
SCALE IN MILES
ALABAMA
GEORGIA
PENSACOLA
TALLAHASSEE
JACKSONVILLE
ATLANTIC OCEAN
ORLANDO
COCOA
TAMPA
PINELLAS COUNTY
FT MYERS
WEST PALM BEACH
MIAMI
KEY WEST
LOCATION MAP
SCALE IN MILES
PINELLAS COUNTY, FLA.
(BEACH EROSION CONTROL)
SCALES AS SHOWN
1 JANUARY 1976

Pinellas County Beach Erosion Control
(Construction)

COST DATA:

Estimated Federal Cost	$6,160,000
Estimated Non-Federal Cost	7,105,000
Federal Funds Through FY-80	1,540,000
President's Budget FY-81	0
Corps Stated Capabilities FY-81	500,000
State of Florida Request FY-81	2,500,000
Benefit Cost Ratio: 1.7:1	

SPONSOR: Pinellas County Board of County Commissioners

PROJECT DESCRIPTION: Sand placement is authorized for problem beaches on Clearwater Beach, Sand Key, Treasure Island and Long Key, and a revetment for a short reach on Long Island (River and Harbor Act of 1966). Initial fill on Treasure Island was completed as well as on Long Key. The proposed beach erosion control plan for Sand Key calls for initial restoration of 9.3 miles or 49,000 linear feet of beach. This area extends from a point about 1.5 miles south of Clearwater Pass to a point about 3.1 miles north of John's Pass. The estimated volume of sediment required for beach renourishment is about 2.78 million cubic yards. Periodic nourishment will include about 60,000 cubic yards per year. Sediment for renourishment will be dredged from offshore sand sources. The Corps's capability covers only renourishment on Treasure Island. However, it is anticipated that the GDM for the Sand Key portion will be complete in time to qualify for FY-81 funding also. Therefore, funds requested would allow initiation of Sand Key renourishment.

PROJECT JUSTIFICATION: The project area includes the shores of 8 incorporated areas which have a combined resident population of 18,993. Except for three of these beach communities, nearly 75% of the Sand Key beaches are publicly owned with an estimated 100 public access points to the beach area. Pinellas County is a significant tourist area with nearly 3.5 million tourists annually that contribute nearly $1 billion to the area's economy. These tourists are attracted to the County because of the climate and the beach areas. Renourishment of the beaches of Sand Key will maintain the economic balance and enhance future beach recreation opportunities. Reports have shown that the northern three-fourths of Sand Key is in a critical state of erosion. Planned renourishment will help to alleviate this problem.


FLAGLER COUNTY
BEACH EROSION CONTROL
ST. JOHNS CO.
MARINELAND
WASHINGTON OAKS GARDENS STATE PARK
A1A
ATLANTIC OCEAN
STUDY AREA
PAINTERS HILL
BEVERLY BEACH
FLAGLER BEACH
BUNNELL
BULOW RUINS STATE MONUMENT
FLAGLER BEACH STATE PARK
VOLUSIA CO.
94

FLAGLER COUNTY BEACH EROSION CONTROL
(Survey Study)

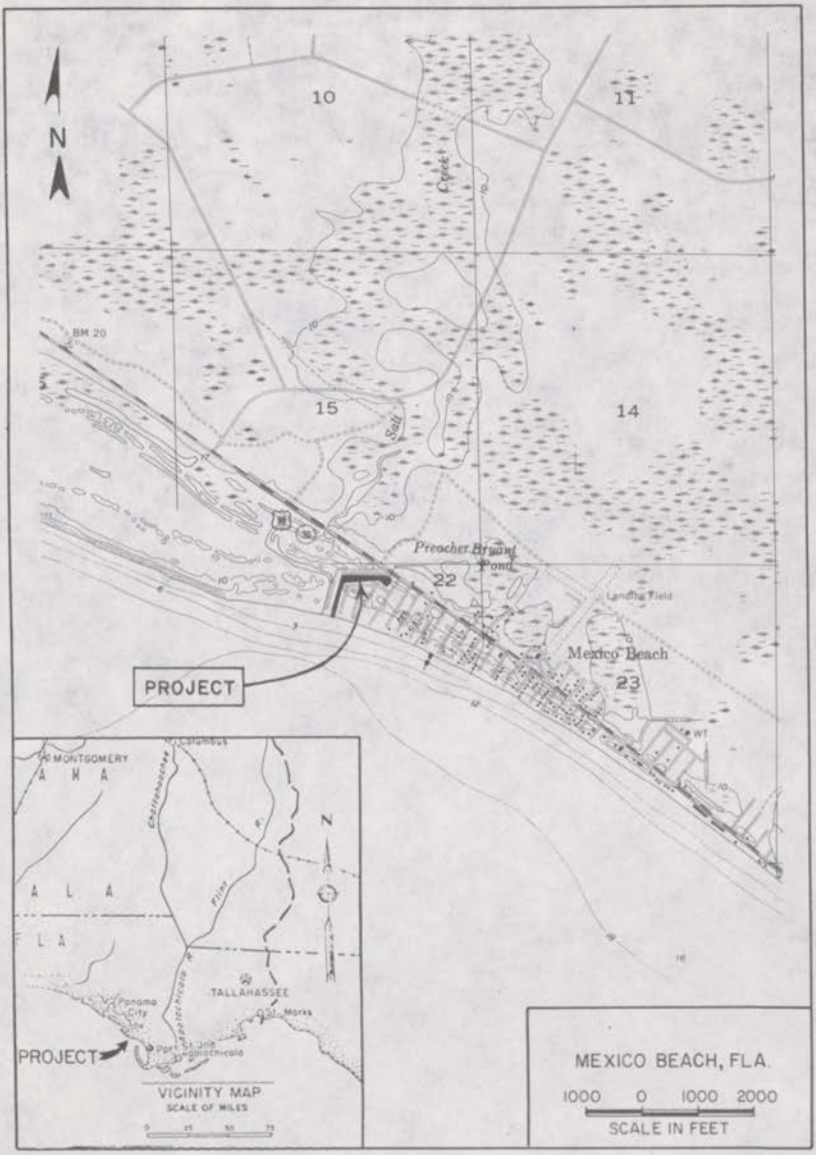
COST DATA:	Estimated Federal Cost	$198,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	20,380
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	0
	State of Florida Request FY-81	150,000

SPONSOR: City of Flagler Beach

PROJECT DESCRIPTION: This study encompasses the Atlantic Ocean shoreline of Flagler County from the St. Johns County line (north) to Volusia County line (south). The purpose of the study is to determine the condition and the rate of deterioration of the extensively eroding beaches of the shores of Flagler County and to determine the feasibility of undertaking suitable corrective, restorative work.

PROJECT JUSTIFICATION: Past hurricanes and Atlantic Ocean storms have caused serious shoreline damages and considerable erosion of the coast in the vicinity of Highway AlA and the City of Flagler Beach. It is necessary to protect this public usage and, in addition, to prevent destruction of public roadways, utilities and private and municipal property that front the shoreline.

60-588 O - 80 - 5 (pt. 10)


N
10
11
15
14
22
23
BM 20
Creek
Seal
Preacher Bryant Pond
Landing Field
Mexico Beach
PROJECT
MONTGOMERY
A L A
F L A
TALLAHASSEE
Panama City
Port St. Joe
PROJECT
VICINITY MAP
SCALE OF MILES
MEXICO BEACH, FLA.
1000 0 1000 2000
SCALE IN FEET

Mexico Beach Inlets, Waterways, and Beach Erosion Control
(Study)

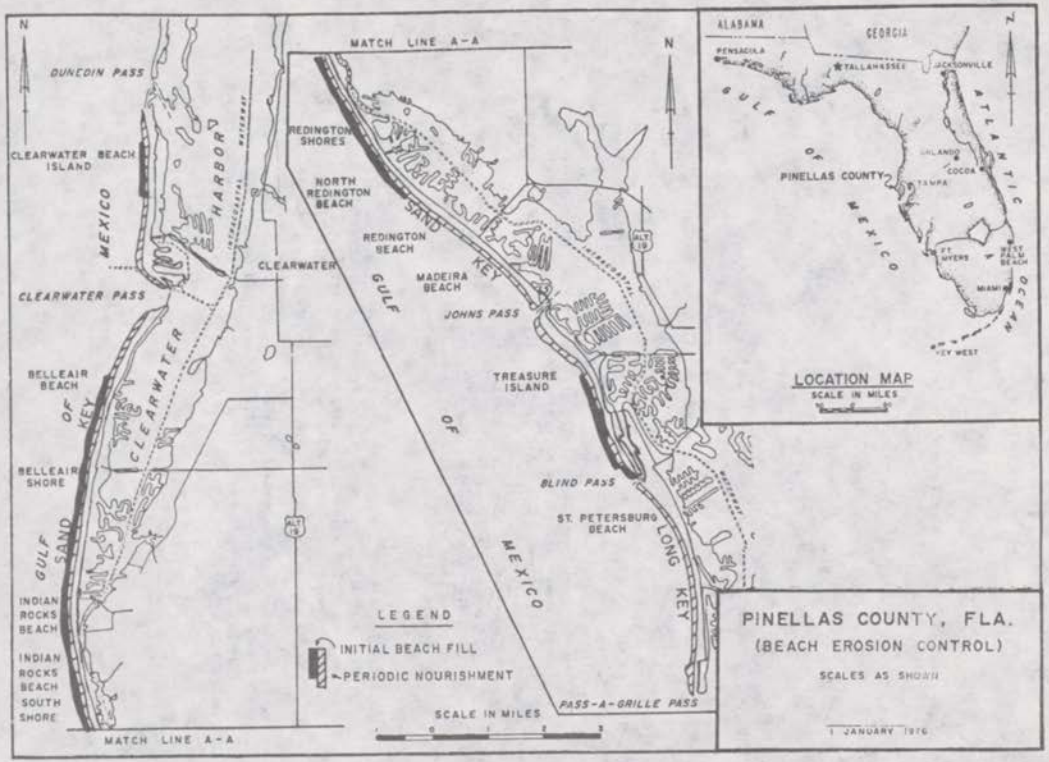
COST DATA:	Estimated Federal Cost	$180,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	22,000
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	0
	State of Florida Request FY-81	50,000

SPONSOR: Town of Mexico Beach, Florida

PROJECT DESCRIPTION: This is a study of a multi-purpose project for maintenance of a canal inlet and placement of material upon public beaches. A feasibility study is necessary to determine the benefits and costs of improving the entrance to the canal inlet together with beach nourishment.

The canal is an artificial structure approximately 50 feet wide with an approximately 50 foot long boulder jetty extending seaward from the western edge. During periods of high wave energy, littoral drift deposits sand in the entrance to the extent of reducing, and at times eliminating boat access to the canal. The entrance was originally maintained by dredging with a dragline and later by means of a suction dredge. The suction dredge was damaged in the hurricane of 1975 and has not been repaired to date. There has been some maintenance since this time by a dragline; however, boat access is severely limited during much of the year. This study is to determine if an improved jetty system in combination with an effective sand removal system capable of maintaining an adequate navigable depth is economically and environmentally feasible.

PROJECT JUSTIFICATION: The economy of the Mexico Beach area is essentially totally tourist oriented with boaters contributing a large portion of the area's economy. The sedimentation problem in the artificial canal has obstructed boat traffic and is responsible for a decrease in boating activity, both commercial and recreational, and a resultant detrimental impact upon the area economy. By maintaining a navigable channel and renourishment of the beach, the area economy would become stable. In addition, safe refuge would be provided for boats during storm conditions. Currently, no safe harbor exists between Port St. Joe and Panama City Beach.


N
DUNCOIN PASS
CLEARWATER BEACH ISLAND
CLEARWATER PASS
BELLEAIR BEACH
BELLEAIR SHORE
INDIAN ROCKS BEACH
INDIAN ROCKS BEACH SOUTH SHORE
MATCH LINE A-A
GULF OF MEXICO
CLEARWATER HARBOR
CLEARWATER
SAND KEY
REDINGTON SHORES
NORTH REDINGTON BEACH
REDINGTON BEACH
MADEIRA BEACH
JOHNS PASS
TREASURE ISLAND
BLIND PASS
ST. PETERSBURG BEACH
LONG KEY
PASS-A-GRILLE PASS
LEGEND
INITIAL BEACH FILL
PERIODIC NOURISHMENT
SCALE IN MILES
ALABAMA
GEORGIA
PENSACOLA
TALLAHASSEE
JACKSONVILLE
ATLANTIC OCEAN
ORLANDO
COCOA
TAMPA
PINELLAS COUNTY
FT. MYERS
WEST PALM BEACH
MIAMI
KEY WEST
LOCATION MAP
SCALE IN MILES
PINELLAS COUNTY, FLA.
(BEACH EROSION CONTROL)
SCALES AS SHOWN
1 JANUARY 1976

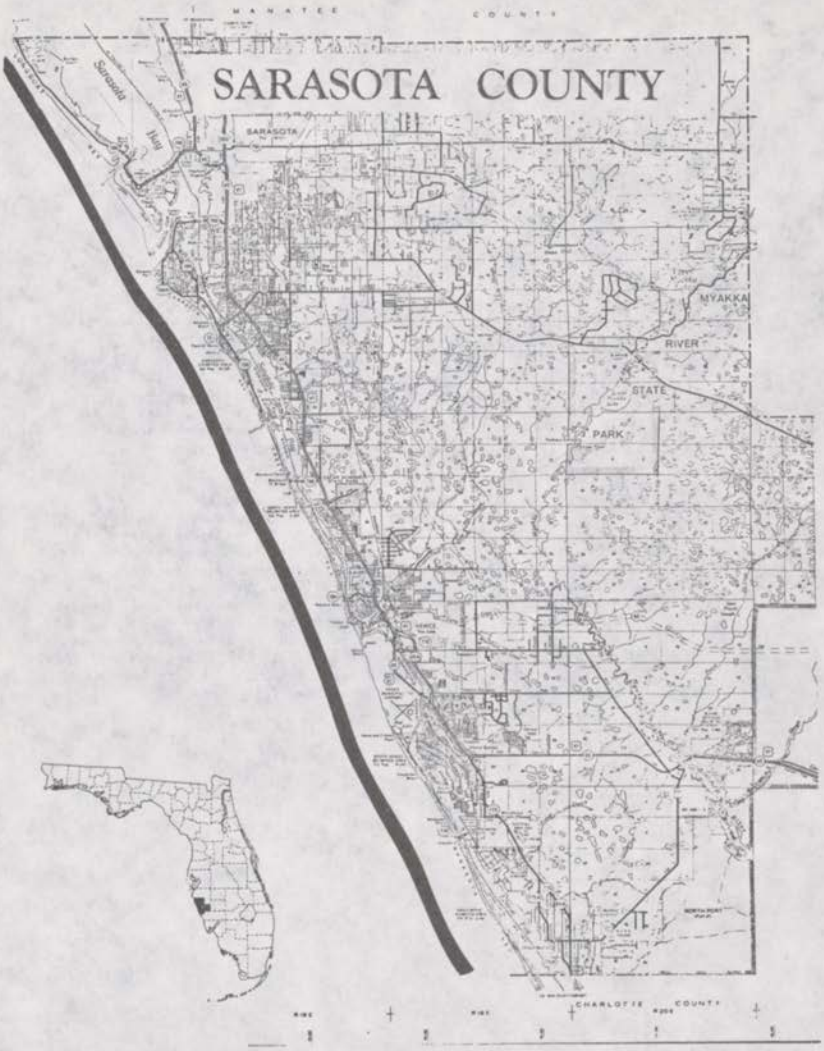
PINELLAS COUNTY BEACHES
(Restudy)

COST DATA:	Estimated Federal Cost	$194,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	135,000
	President's Budget FY-81	44,000
	Corps Stated Capabilities FY-81	44,000
	State of Florida Request FY-81	44,000

SPONSOR: Pinellas County

PROJECT DESCRIPTION: The authorized beach erosion control project for Pinellas County provides for Federal participation in initial beach fill and in periodic nourishment for an initial 10-year period for 13.1 miles of gulf shore along four separate islands. This study will consist in part of the re-evaluation of needs and objectives for specific problem areas on Clearwater Beach, Sand Key, Treasure Island, and Long Key and the recreational, environmental, and economic benefits possible with a beach renourishment program. Funding requested would allow completion of the study.

PROJECT JUSTIFICATION: The Treasure Island project segment was initially completed in 1969. Since Federal aid in future project nourishment would expire in 1979, local officials desire that such Federal aid be extended throughout the 50-year project life. Only Congress has authority to extend that Federal aid, and a beach restudy is required to determine its feasibility. The continuing problem is one of erosion and lowering of the beach profile where protected by seawalls and recession of the shoreline where unprotected by seawalls, particularly on Sand Key and Clearwater Beach. Erosion problems have been significant, thus jeopardizing public facilities and utilities, especially during storms. The study was authorized by House Document No. 519, 89th Congress, Second Session.


SARASOTA COUNTY
MANATEE COUNTY
SARASOTA
MYAKKA
RIVER
STATE
PARK
CHARLOTTE COUNTY

981

SARASOTA COUNTY BEACHES
(Survey Restudy)

COST DATA:	Estimated Federal Cost	$363,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	244,000
	President's Budget FY-81	100,000
	Corps Stated Capabilities FY-81	119,000
	State of Florida Request FY-81	119,000

SPONSOR: Sarasota County

PROJECT DESCRIPTION: This restudy encompasses the Gulf of Mexico shoreline of Sarasota County. The purpose of the restudy is to determine the condition of the fragile barrier island and the exposed mainland shoreline and to determine the feasibility of undertaking suitable corrective restorative work. Funds requested would complete the study effort.

PROJECT JUSTIFICATION: Past hurricane damage and gulf storms have caused serious shoreline changes and considerable recession. It is necessary to preserve this shoreline and its beaches. This county is one of the most rapidly growing counties in the State and its location and population density dictates the necessity of providing adequate recreational facilities for the expanding population. In addition, it is required to prevent the destruction of abutting property improvements, including residences, multi-family developments, public roadways, and utility facilities. The study was completed in 1969 and since that date the local sponsor has requested additional areas be studied. The original authorization was by resolution in the Senate Public Works Committee on August 21, 1964, and House Public Works Committee on September 3, 1964.

FLOOD CONTROL AND ENVIRONMENTAL RESTORATION

General Investigation Studies

Biscayne Bay

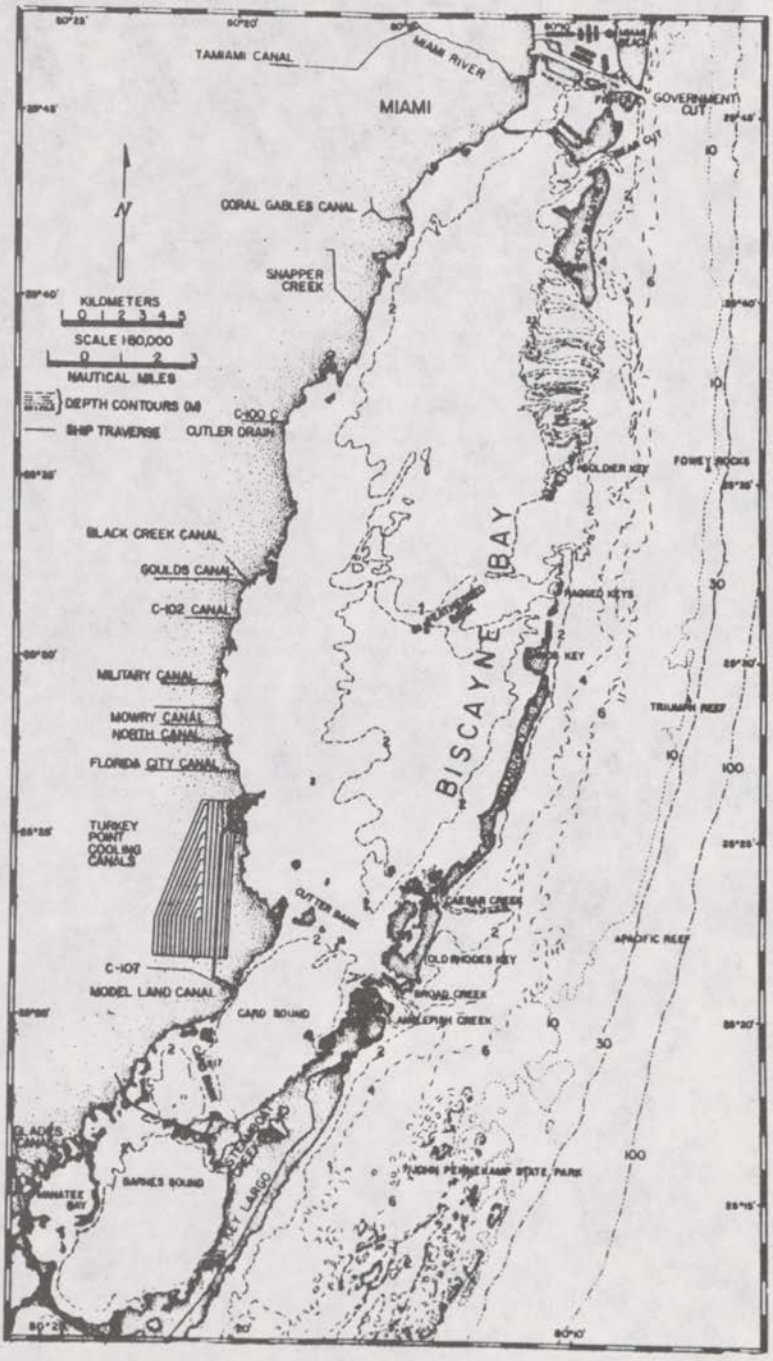
Golden Gate Estates

Kissimmee River Valley

Shark River Slough

Six Mile Cypress

Suwannee River Basin



Location map of Biscayne Bay and connecting lagoons.

SURVEY REVIEW: BISCAYNE BAY:
THE IMPACTS OF FEDERALLY AUTHORIZED CONSTRUCTION PROJECTS

COST DATA:	Estimated Federal Cost	To be Determined
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	0
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	0
	State of Florida Request FY-81	$100,000

SPONSOR: Metropolitan Dade County, Florida

PROJECT DESCRIPTION: This project is designed to provide a comprehensive review of Federally authorized and constructed projects within and adjacent to Biscayne Bay. The study would include a review of such projects as the Intracoastal Waterway, Government Cut, Bakers Haulover Inlet and the Central and Southern Florida Flood Control Project to determine the impacts of these projects on the biological and chemical quality of Biscayne Bay and suggest possible solutions to these problems.

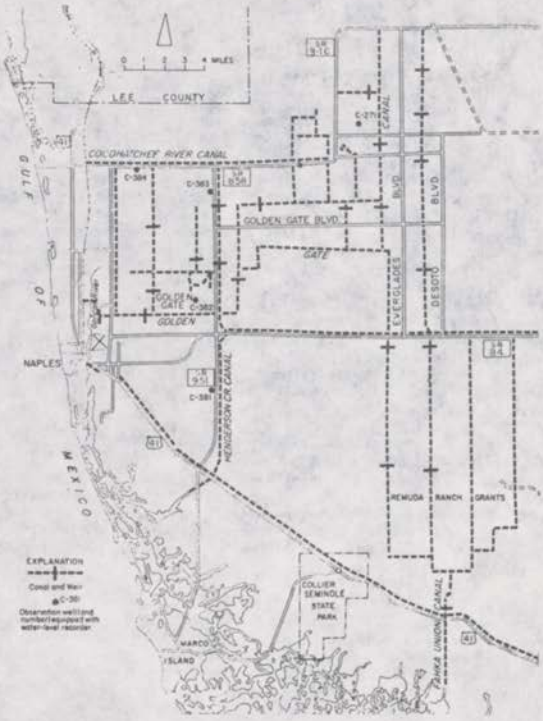
In addition, the study would address impacts from dredge and fill activities on circulation patterns; the effect of the ICWW spoil islands on water quality; and the effects of modified freshwater inputs into the Bay.

PROJECT JUSTIFICATION: Biscayne Bay and the adjacent shoreline have been subjected to intense development and alterations. These major man-made alterations are the result of Federally authorized construction projects. The cumulative impact of these projects on the Biscayne Bay system is not known. The information generated by this study is needed for the development of a judicious management program and for the development of guidelines for future use of the Bay.

A successful project will result in enhancement of recreational opportunities for Biscayne Bay as well as improved environmental quality.

Project authorization is being requested with an appropriate resolution to be presented to the U.S. House of Representatives, Public Works Committee or U.S. Senate Committee on Environment and Public Works.

Golden Gate Estates Canal System



GOLDEN GATES ESTATES WATER RESOURCE REDEVELOPMENT STUDY

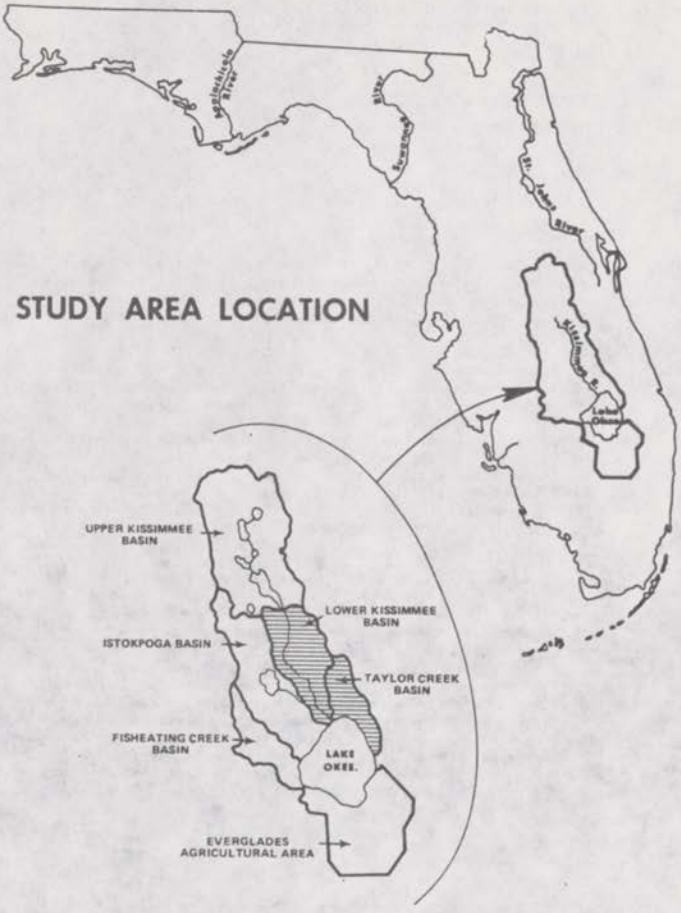
COST DATA:	Estimated Federal Cost	$436,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	147,000
	President's Budget FY-81	157,000
	Corps Stated Capabilities FY-81	157,000
	State of Florida Request FY-81	157,000

SPONSOR: The South Florida Water Management District

PROJECT DESCRIPTION: This study is proposed to examine the feasibility of redeveloping the water management system of the Golden Gate Estates (GGE) area in Western Collier County. A redevelopment of this sytem is considered to be absolutely mandatory in order to mitigate continuing and severe disruptions to the water and land resources of not only the GGE area itself, but also areas contiguous to it -- the Fahkahatchee Strand, prime agricultural areas north of GGE and estuarine areas of southwest Florida, particularly Fahka Union Bay and Naples Bay. Potential adverse effects may also be felt by other areas near the GGE area, including Corkscrew Sanctuary and some estuarine areas of Everglades National Park, if the present canal system in GGE is not significantly modified. This 120,000 acre development, initiated in 1961 in the westernmost fringes of the Big Cypress Swamp, currently has 183 miles of drainage canals and 813 miles of roads to provide drainage and access.

It is intended that the feasibility study would include: 1) a review of previous studies of the GGE and surrounding areas; 2) collection of additional hydrologic and other data necessary for a full evaluation of the GGE area; 3) review and analysis of existing redevelopment proposals; and 4) recommendation of a redevelopment plan to mitigate existing water resource and environmental problems and provide for flood control, recreation and other benefits, consistent with the preservation of natural resources.

PROJECT JUSTIFICATION: The water resource and environmental disturbances which have resulted from the GGE canal system are substantial and well documented. They can be summarized as follows: 1) disruption of natural drainage basin flow patterns and major transfers of waters from one basin to another; 2) wet season water tables have been lowered two to eight feet; 3) the hydroperiod in GGE has been reduced two to three months as a result of drainage; 4) increased incidence of wildfires; 5) mean annual runoff from the GGE area is approximately two to three times greater than before construction; 6) the easternmost canals of the GGE system are overdraining and stressing the Fahkahatchee Strand, a valuable environmental area recently purchased by the State, which, in turn, is disrupting flows to the lower estuarine regions of Everglades National Park, which is hydrologically connected to the Fahkahatchee Strand; and 7) lowered water tables have resulted in the abandonment of approximately 3,000 acres of valuable farmlands in the northern part of GGE.


STUDY AREA LOCATION
UPPER KISSIMMEE BASIN
LOWER KISSIMMEE BASIN
ISTOKPOGA BASIN
TAYLOR CREEK BASIN
FISHEATING CREEK BASIN
LAKE OKEE.
EVERGLADES AGRICULTURAL AREA

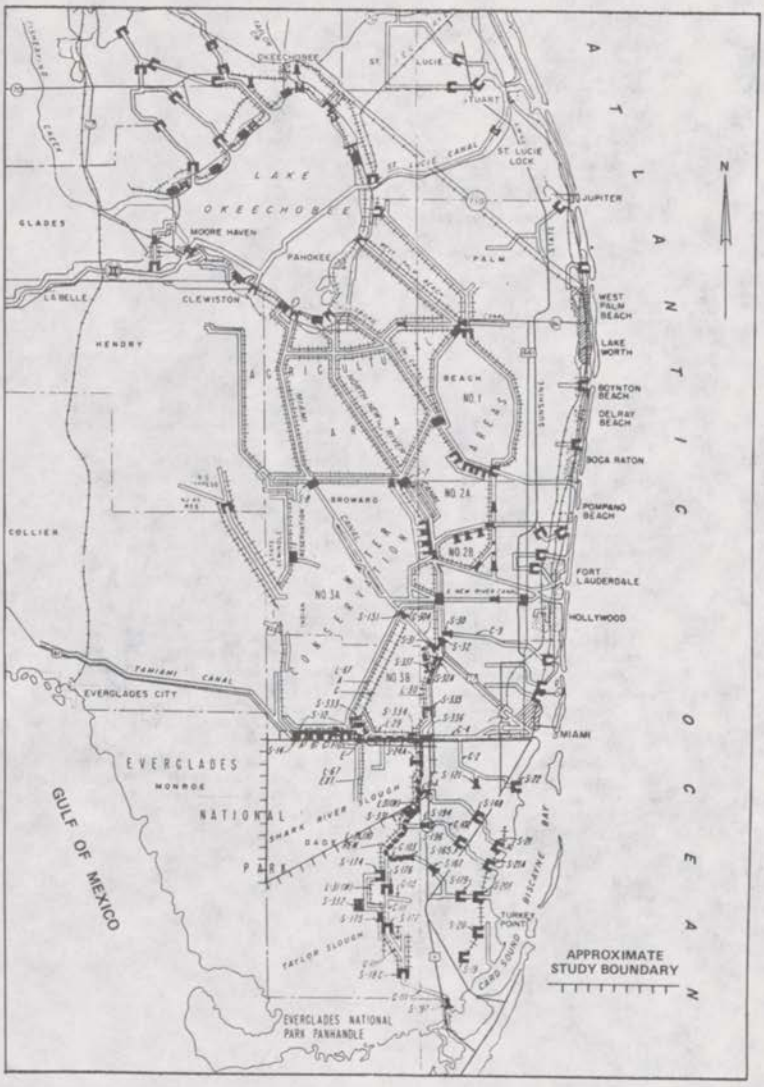
C-38, KISSIMMEE RIVER VALLEY: PORTION OF THE CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL PROJECT
(Study)

COST DATA:	Estimated Federal Cost	$1,800,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	1,098,000
	President's Budget FY-81	555,000
	Corps Stated Capabilities FY-81	555,000
	State of Florida Request FY-81	555,000

SPONSOR: State of Florida: South Florida Water Management District and Department of Environmental Regulation, in conjunction with the Coordinating Council on the Restoration of Kissimmee River Valley and Taylor Creek-Nubbin Slough Basin

PROJECT DESCRIPTION: This study involves the review of the report of the Chief of Engineers on Central and Southern Florida, published as House Document No. 643, Eightieth Congress, and other pertinent reports, with a view to determining whether any modification of the recommendations contained therein and of the system of works constructed pursuant thereto is advisable with respect to questions of the quality of water entering the Kissimmee River and Taylor Creek-Nubbin Slough and Lake Okeechobee, flood control, recreation, navigation, loss of fish and wildlife resources, other current and foreseeable environmental problems and loss of environmental amenities in those areas.

PROJECT JUSTIFICATION: Channelization of the Kissimmee River has been accompanied by a suite of adverse environmental impacts reflected in the continuing degradation of water quality in the Kissimmee River (C-38) and Lake Okeechobee. These unforeseen adverse impacts include: intensified agricultural land uses resulting in increased nutrient loading; secondary drainage and increased irrigation demand; residential encroachment in flood-prone areas; loss of wildlife and environmental amenity values; and intermittent periods of anaerobic conditions. In addition, certain anticipated developments, such as expanding urbanization in the upper chain of lakes headwaters areas, have had negative impacts on the environment and water quality which were not considered, and which presently represent a clear potential danger to the Kissimmee River and Lake Okeechobee.


LAKE
OKEECHOBEE
GLADES
MOORE HAVEN
PAHOKEE
PALM
BEACH
LA BELLE
CLEWISTON
HENDRY
COLLIER
BROWARD
NO. 1
NO. 2A
NO. 2B
NO. 3A
NO. 3B
JUPITER
WEST PALM BEACH
LAKE WORTH
BOYNTON BEACH
DELRAY BEACH
BOCA RATON
POMPANO BEACH
FORT LAUDERDALE
HOLLYWOOD
MIAMI
EVERGLADES CITY
TAMIAMI CANAL
EVERGLADES
MONROE
NATIONAL
PARK
GULF OF MEXICO
SHARK RIVER SLOUGH
TAYLOR SLOUGH
TURKEY POINT
CARD SOUND
BISCAYNE BAY
EVERGLADES NATIONAL PARK PANHANDLE
ATLANTIC OCEAN
N
APPROXIMATE STUDY BOUNDARY

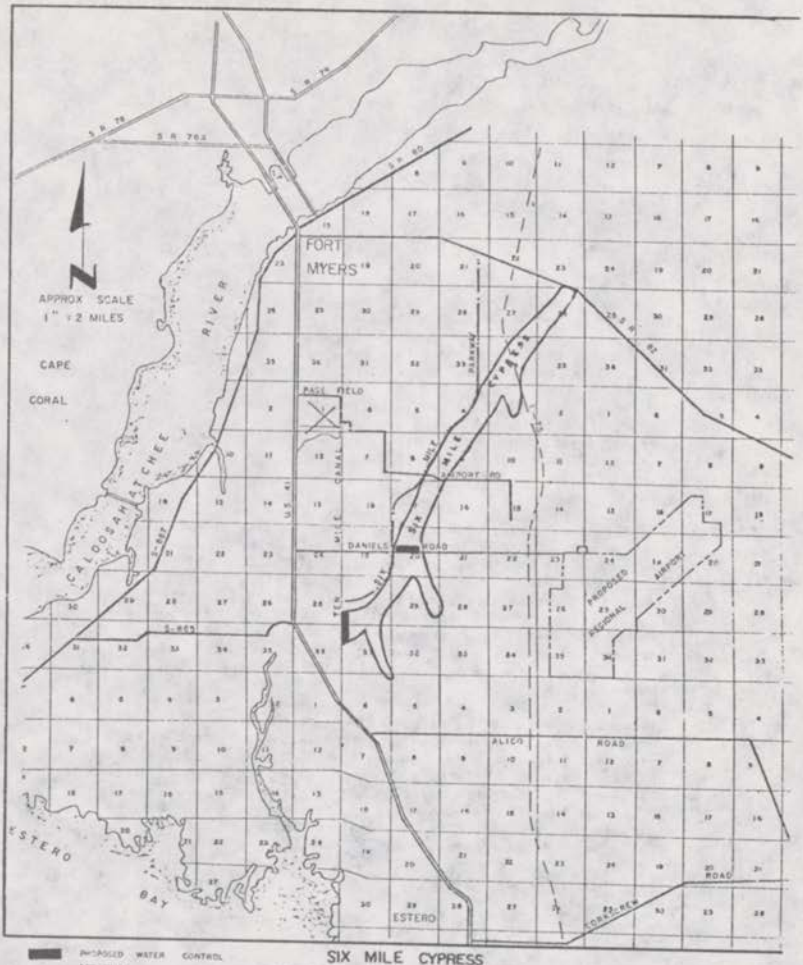
SHARK RIVER SLOUGH, EVERGLADES NATIONAL PARK
(Study)

COST DATA:	Estimated Federal Cost	$369,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	121,000
	President's Budget FY-81	150,000
	Corps Stated Capabilities FY-81	150,000
	State of Florida Request FY-81	150,000

SPONSOR: South Florida Water Management District

PROJECT DESCRIPTION: The study would investigate the feasibility of structural modifications to permit the enhancement of historic sheet flow condition of the Shark River Slough. The Upper Shark Slough lies along the east boundary of the Everglades National Park immediately south of the Tamiami Trail and is the historical floodway for Everglades water moving south from Lake Okeechobee to the Gulf of Mexico. Water flows entering the Park from the existing flood control project are causing some modification of the Park's ecology as water no longer flows in its historical course. However, the Upper Shark Slough remains in an essentially pristine condition. Work is currently underway on the expansion of the Tamiami Trail as part of the water delivery system to South Dade County and the Southeastern portion of the Park. Existing structural modification or additional structures could be added to the conveyance canals so that conservation area water could be routed through the Park along its original course. Some lands would have to be purchased or flowage easements obtained to allow for the sheet flow conditions.

PROJECT JUSTIFICATION: Originally, the Shark River Slough was incorporated into the early boundaries of the Park. Decisions not based on hydrology were made to exclude this area from the present Park control. It has been recognized, however, that the preservation of the area is essential to insure the continuing integrity of the Everglades National Park. Dade County, in its 1975 land use development master plan, has zoned the area in question as a preservation or environmentally sensitive area which severely restricts development at this time. But pressures of urbanization will soon reach this area. Evidence from on-going research indicates that the present delivery system is adversely affecting fishing, wildlife and plant communities within the Park area.



SIX MILE CYPRESS
WATER MANAGEMENT PROJECT

60-588 O - 80 - 6 (pt. 10)

SIX MILE CYPRESS

COST DATA:	Estimated Federal Cost	To Be Determined
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	0
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	0
	State of Florida Request FY-81	$50,000

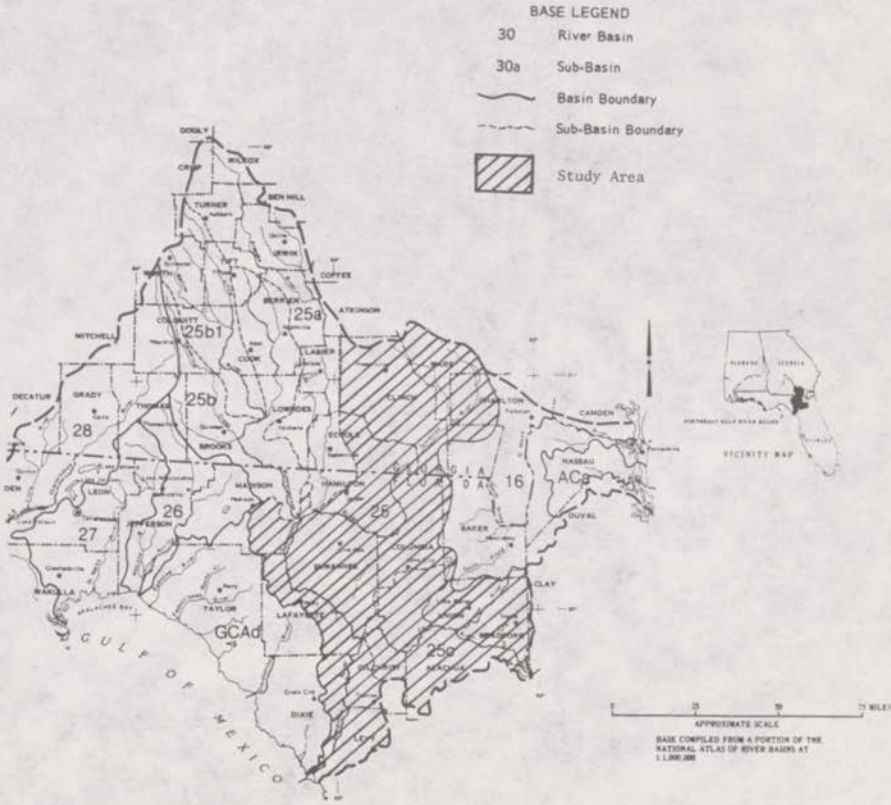
SPONSOR: Lee County

PROJECT DESCRIPTION: This study would involve a technical and economic feasibility analysis of the Six Mile Cypress and adjacent areas in Lee County, Florida, for the purpose of developing a plan to mitigate existing water resource and environmental problems, provide for flood control consistent with the preservation and enhancement of existing natural systems, and provide for recreation and other benefits. Investigations undertaken would include determination of the effect of existing and future development on the natural hydroperiod; means of preventing overdrainage of the natural cypress strand; and means of re-establishing natural vegetative growth by controlling water levels.

PROJECT JUSTIFICATION: The Six Mile Cypress strand is one of the last major undisturbed cypress areas in Lee County. Over the past several years, development pressures have begun to encroach upon the Cypress. Overdrainage has also occurred. Melaleucas and other foreign plant species have begun to replace the native cypress. The Six Mile Cypress strand forms a natural buffer between the Fort Myers urban area to the west and the proposed Regional Airport to the east. A referendum for the public purchase of a major portion of the Cypress was overwhelmingly approved by the citizens of Lee County in November of 1976.

Preservation and control of the Cypress strand hinge on two primary factors. First, permanent water control structures must be constructed. Secondly, financial assistance must be found to complete the land purchase of Six Mile Cypress between Daniels Road and Ten Mile Canal to insure preservation of the entire strand. These two objectives form the basis of this project request. The study was authorized by resolution of the Senate Committee on Environment and Public Works dated December 5, 1979.

THE SUWANNEE BASIN



SUWANNEE RIVER BASIN
(Study)

COST DATA:	Estimated Federal Cost	To Be Determined
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-80	0
	President's Budget FY-81	0
	Corps Stated Capabilities FY-81	0
	State of Florida Request FY-81	$500,000

SPONSOR: Suwannee River Water Management District

PROJECT DESCRIPTION: This study would be designed to determine the comprehensive improvements and techniques necessary to manage, use, and conserve the water and related land resources of the Suwannee River Basin. Nonstructural alternatives will be evaluated to develop plans for minimizing flood damage, protection of aquifer recharge areas, and maximizing environmental quality for fish and wildlife procreation. The unique geology of the basin will require programs of surface and groundwater use for irrigation, water supply, pollution abatement, small boat navigation, recreation, and other water resource purposes. Priority should be given to modeling and mapping the floodplain and floodway of the main stem of the Suwannee River.

PROJECT JUSTIFICATION: The Suwannee River Basin has been subjected to innundation throughout its history. Presently, the basin is on the verge of significant unrestricted growth. Attempts to influence growth patterns have been hampered by the lack of comprehensive, coordinated actions by regional and local governments. A study of this magnitude would provide a needed focus on the complex economic, environmental, and social problems associated with unmanaged growth in the Suwannee River floodplain as well as provide information necessary to develop a comprehensive plan of action.

CONTINUING AUTHORITIES

New Studies

City of Largo

Pinellas County

JACKSONVILLE DISTRICT
CONTINUING AUTHORITIES PROJECTS
NEW STUDY REQUESTS

PROJECT: City of Largo Retention/Recreation Area

COST DATA: FY-81 Funding Requirements $50,000

DESCRIPTION: This project is a feasibility study to determine the cost and benefits of the construction of a stormwater retention area, including recreational facilities. The proposed retention area will be created by the construction of a levee along the south and west edge of a swampy area with outflow provided by means of a broad crested weir. The recreational facilities will consist of walking, hiking, and nature trails and picnic areas.

JUSTIFICATION: A Stormwater Master Plan was prepared for the City of Largo by local consultants in May, 1975, which presented an evaluation of the flood characteristics, design procedures, and proposed solutions to existing problems. This study revealed that the project area would experience periodic flooding and recommended that it be utilized as a flood detention area by the construction of a levee along the south and east edge of the swamp. A plan for the development of the retention area has been reviewed by the City Commission at a public meeting where it received considerable support. Federal participation is justified under Section 205, Flood Control Act of 1948.

PROJECT: Pinellas County Drainage Improvements

COST DATA: FY-81 Funding Requirements $50,000

DESCRIPTION: This project proposes improvements in the major county drainage systems necessary to accommodate the 25-year storm runoff. The proposed project would reduce periodic property losses and social disruption caused by flooding in the county. Components of this project to be considered will include the widening of existing ditches, reworking and realigning existing outfalls, and the construction of new pipes and box culverts under existing roads. The Master Drainage Plan for Pinellas County has identified more than 50 separate basins. The county considers the Curlew Creek, Alligator Creek, Starkey Road, McKay Creek, Joe's Creek, and Bear Creek basins to be a priority in fiscal year '81.

JUSTIFICATION: Historically, Pinellas County has had a problem with stormwater drainage. For example, a storm in May 1979, caused 8 deaths and 33 million dollars in property loss. The primary benefit from the improvements of this project is the prevention of economic impact of periodic flooding in the basin. Right-of-way and other material has been contributed. The local municipalities will contribute their share of construction cost within their respective municipal boundaries. The Pinellas County Drainage Improvement Project interfaces well with current national environmental objectives by providing suitable natural areas for retention to enhance quality of runoff water, reducing insect breeding areas, abating saltwater intrusion and preserving existing wetlands, yet providing reasonable flood protection. Federal participation is justified under Section 205, Flood Control Act of 1948.

JACKSONVILLE DISTRICT
AQUATIC WEED CONTROL PROGRAM

PROJECT: Removal of Aquatic Growths

COST DATA: FY-81 Funding Requirements $2,394,000

DESCRIPTION: Water hyacinth plants were first introduced into Florida in 1890. Within six years the prolific growth of this aquatic plant had completely blocked commercial navigation on the St. Johns River. This resulted in the "authorization of the Removal of Aquatic Growths from Navigable Waters in the State of Florida" project by the River and Harbor Act of 3 March 1899. The U. S. Army Engineer District, Jacksonville, has conducted water hyacinth control operations on the major navigable waters of the State under this operations and maintenance project since that time. Another foreign aquatic plant, hydrilla, was introduced about 1960. Operational control of this plant in the major water courses of the State are also performed under this project. Navigability of the water courses have been adequately maintained in the past few years due to increased funding levels. The semitropical rivers would quickly revert to weed choked waterways without the project.

PROJECT: Aquatic Plant Control

COST DATA: FY-81 Funding Requirements $2,225,000

DESCRIPTION: The River and Harbor Act authorization for "Removal of Aquatic Growths from the Navigable Waters in the State of Florida" project in 1899 did not allow for the treatment of aquatic plants in smaller water courses for purposes other than navigation. The authorization also did not address the need for treatment of the nationwide aquatic weed problems. This resulted in the enactment of P.L. 85-500 in 1958 and amended by P.L. 89-298 in 1965 for a continuing "National Program" to control aquatic weeds for a multitude of purposes. The program requires local participation in terms of the assumption of claim liability and 30% contribution for plant control operations. The Florida Department of Natural Resources is the local sponsor for the State. The program in the State of Florida consists primarily of the treatment of water hyacinths, hydrilla and water lettuce in 27 separate watershed areas. The majority of the work is performed under contract by State and local agencies.

The State has major water related commerce and industry that would be stiffled were it not for the continued effort to manage aquatic weeds. Recent funding increases have allowed for management of aquatic vegetation to acceptable levels.

APPENDIX A

Governor and Cabinet Resolution, Cross Florida Barge Canal

RESOLUTION

WHEREAS, the Governor and Cabinet of Florida, sitting as Head of the Department of Natural Resources, on August 1, 1972, rescinded their previous policy supporting completion of the Cross Florida Barge Canal through the Oklawaha River Valley and on that date suspended their support of this project until such time as:

1. A new benefit-cost ratio study, which includes up-to-date interest rates and construction costs and re-evaluation of recreational benefits, is completed and demonstrates to the satisfaction of the State that this is a wise expenditure of taxpayers funds.

2. An environmental impact statement, as required by Section 102 of the National Environmental Policy Act, is completed and available to the State for final evaluation as to the environmental effects of the Canal.

WHEREAS, restudy documents were prepared and released by the U. S. Corps of Engineers in the summer of 1976 and did contain a draft environmental impact statement and a benefit/cost ratio study displaying up-to-date interest rates which were additionally updated in December 1976; and

WHEREAS, the Governor and Cabinet of Florida, sitting as the Head of the Department of Natural Resources, on December 16 and 17, 1976, did consider the restudy documents and take public testimony relative to the Cross Florida Barge Canal;

NOW THEREFORE BE IT RESOLVED THAT:

A. The Governor and Cabinet, sitting as the Head of the Department of Natural Resources, and recognizing the authority of the United States Congress to complete the canal, respectfully:

1. Recommend against completion of the Cross Florida Barge Canal Project.

2. Request the United States Congress to de-authorize the Cross Florida Barge Canal Project.

3. Recommend to the United States Congress that it authorize and appropriate sufficient funds for federal participation in and implementation of the following recommendations:

(a) Establishment of a State-Federal Task Force to study and recommend the best disposition and use of the canal lands with special emphasis on:

(1) Restoration of the Oklawaha River, its designation as a wild and scenic river, and its inclusion in the Ocala National Forest;

(2) Use of other remaining canal lands for public recreational and environmental purposes especially to meet the present and future needs of the canal-area counties; and

(b) Lands previously supplied by the State of Florida to the Federal Government and not necessary for use by the Federal Government for a wild and scenic river system or Ocala National Forest be returned to the State of Florida.

4. Direct the staff of the Department of Natural Resources to coordinate state efforts in an interagency State-Federal Task Force to study and recommend the best disposition and use of the canal lands with special emphasis on restoration of the Oklawaha River, its designation as a wild and scenic river, and its inclusion in the Ocala National Forest.

5. Direct the Division of State Planning of the Department of Administration to study and make specific recommendations for applications to be made by the State of Florida to the United States Congress for funding of sewage treatment construction projects in the State of Florida, for federal impact funds for economically depressed areas, as well as other federal funds which will have an impact on the State of Florida.

B. The Governor and Cabinet, sitting as the Head of the Department of Natural Resources, recommend to the 1977 Florida Legislature that:

1. The responsibilities of the Canal Authority be amended in order to retain public ownership of the lands associated with the project as necessary to accomplish "A" above.

2. Legislation be enacted which will permit appropriate title to be secured for those lands currently held in easement as necessary to accomplish "A" above.

3. Title to the lands associated with the project retained by or returned to an agency of the state be transferred to the Trustees of the Internal Improvement Trust Fund.

4. Chapter 374, Florida Statutes, Part II (Sections 374.301-374.521) be repealed and any funds remaining in the accounts of the Cross Florida Canal Navigation District and not legally obligated, be returned to the counties in the District on a prorata basis, established by the tax monies furnished to the District by these counties.

5. Section 20.25(12), Florida Statutes, be amended to read "The canal authority of the State of Florida, created under part I of Chapter 374, is transferred by a type three transfer to the Department of Natural Resources and the functions shall be assigned to the Division of Resource Management".

6. All such state lands determined not to be necessary for recreation, wildlife or environmental preservation be sold at public sale to the highest bidder and the funds derived be refunded to the counties involved on a prorata basis in the manner established by the tax monies furnished by these counties for the Cross Florida Canal Navigation District. The total monies refunded to the various counties are to be calculated by converting the actual amount furnished to its present dollar value giving the effect of interest charged at average market rates being compounded annually over the total period of financial commitment. Should the funds so derived be in excess, any surplus will be returned to the different counties on a prorata basis. Should the funds so derived be insufficient, the Governor and Cabinet, sitting

as Head of the Department of Natural Resources, recommend to the Florida Legislature that they appropriate sufficient funds to fulfill this obligation.

C. The Governor and Cabinet, sitting as Head of the Department of Natural Resources, direct the staff of the Department of Natural Resources, upon approval and implementation of "B.5", to prepare any additional legislative recommendations for use or disposition of resources and facilities of the project consistent with the above recommendations.

DONE AND EXECUTED at Tallahassee, Florida, this 17th day of January, 1977, A. D.

Reubin O'D Askew
Governor

Bruce A. Smathers
Secretary of State

M. L. Shevin
Attorney General

Gerald A. Lewis
Comptroller

Bill Gunter
Treasurer

Commissioner of Agriculture

Ralph D. Turlington
Commissioner of Education

ATTEST:

Mary C. Nowah
Secretary

As and Constituting the Head of the State of Florida Department of Natural Resources.

STATEMENT SUMMARY

Mr. VARN. We have broken it down. All the projects are explained in the package but I would like to hit on some of the high points and point out some of the appropriate concerns on the projects.

The total package involves some $72 million. Included in that are flood control, navigation, beach erosion control, environmental restoration enhancement projects.

Under the flood control project, there are six projects. Two of those are very major projects that are continuing in the State of Florida. One is the Central and Southern Florida Flood Control Project, and the Four River Basins Project. Our department has the privilege of serving as the local sponsors on the projects. Those are both good size projects.

With the statement that I am submitting for the record, we have outlined what the President's budget is, what the Corps capability is and the amount of funding we are requesting. We have laid that out pretty clearly and the Corps capability and our requests are in line with the President's budget. There is a minor deviation on the Central and Southern Florida Project.

We also have four studies under fiscal year '81. One is ongoing. The others would not be completed this next fiscal year and would be contining funding after fiscal year '81.

In the navigation area, by far the largest one, it is the largest project on the list in continuing funding for Tampa Harbor Project, which approaches $170 million in total cost, this year we are requesting something in excess of $23 million.

Another major project, Fort Everglades, is a $12 million-plus project. I would point out specifically that with respect to the Port Manatee Project, we do not presently have funding. That authorization is pending before Congress at this time.

We have several studies, there are six studies in the navigation area: three would be new projects. One of the new proposed projects is not currently authorized and that is the Canaveral Harbor Project. We have three studies that are continuing, one of which is the Jacksonville Harbor Project which Congressman Bennett refers to. If we are funded in fiscal year '81, that would be the last year on that study.

BEACH EROSION

We have nine beach erosion projects, five of which are construction projects. The biggest of which is a beach erosion project in Dade County, Manatee County, Broward County, and Pinellas County, and Panama City Beach West. We have with respect to all those projects, the appropriate matching funding by the local sponsors in the State of Florida.

With studies for beach erosion projects, there are two projects, Pinellas and Sarasota, that would be completed during fiscal year '81 if they are funded. Florida has given a lot of emphasis to projects where we are broadening the scope of our water resources projects. In that category we have tried to encourage projects in the environmental enhancement investment area.

We have three projects previously funded, three that would be new projects. They are indicated in the materials.

We also have two under the continuing authorization program which is for the city of Largo and Pinellas County. Those are both new programs. We have also included the funding that was made available for the aquatic weed program, which is kind of new but we have not included that in our program in the past, although it has been funded.

Last but not least, one comment: In keeping with some legislation, and it is P.L. 93–251, section 2(a) and (b), there has been a movement towards utilizing nonstructural types of flood control. The problem has been that we have not had much funding.

Mr. BEVILL. Mr. Varn, at this point, let me interrupt you if I may. We have three very distinguished and outstanding Members from Florida, Congressman Claude Pepper, Congressman Earl Hutto and Congressman Bill Lehman with us. Mr. Chappell, who is a member of this subcommittee has also just joined us. I know these three Members need to get back to their other responsibilities so we have this understanding with Mr. Varn that he would temporarily step aside for the Members of Congress.

Congressman Pepper, we are pleased to have you with us.

STATEMENT OF CONGRESSMAN PEPPER OF FLORIDA

Mr. PEPPER. Thank you very much, Mr. Chairman, mine will be brief.

I have come this morning to support the projects which primarily in behalf of the 14th district. In order that I may yield sufficient time to my colleagues, I will be very brief.

The beach erosion flood control program and the Shark River Slough Study Projects are essential for our area where trading and tourism contribute greatly to the economic well-being.

The other day, Mr. Chairman, I had an example of what the Government does yield. We were over at the Port of Miami and the Chamber of Commerce was meeting there. They were talking about how extensively we are engaged in the movement of cargo, as well as cruise ships, all of which derives from what your committee has done in making funds available to deepen our harbor. Now we have 12 or 15 cruise ships going there; we will have the NORWAY, which will be put into service. We are one of the largest cargo ports of the South, anyway.

Then I thought about the airport. I was at a meeting where they talked about the airport. Ours is one of the busiest airports in the world. The Federal Government made that possible. A lot of things our people are enjoying are due to the provision made here.

The capability estimate, one of the subjects of which I am primarily concerned is the beach erosion project on Miami Beach. It is a little over a $10 million project. It is wonderful. If you have not seen it, you would be proud of what you have done. It extends 200 feet out into the water. There were some stones first that got into the dredging.

Now the Engineers Corps tells me they are removing those so it is desirable for bathing and people wading in there and all that sort of thing. It is reviving the tourist trade in our area and providing protection to property along the beach from hurricanes, because it is usually the water that does more damage. The capacity of the Corps of Engineers for that project is $5 million for fiscal year '81. That project

ought to be finished within at least 2 years. It would seem to me, if you could divide the cost and provide that it not exceed 2 years, the remaining cost of it, it would be very much in the public interest for the central and south Florida flood control.

FRESH WATER SUPPLY

Our fresh water is dependent on the volume of water in storage in the Everglades area; $11.3 million is the capacity there. For the Shark River Slough study, which would provide valuable information on the impact of expected development, the Corps capability is $150,000. Those are the sums that the State of Florida has recommended and to which I heartily subscribe.

The State of Florida has submitted its request for funding at the Corps' stated capability and I would like to urge this proposal receive funding in that area.

The impact is on south Florida and on the Nation both in actual population and increased trading activity and are in our best interest. I hope you will be able to give favorable consideration to the capability of the engineers.

Mr. BEVILL. Thank you for a very fine statement.

Mrs. Boggs.

Mrs. BOGGS. Thank you, Mr. Chairman.

Mr. Pepper, I thank you so much for that very fine presentation. I know that you have such an interest in young people that I am going to impose upon your time and the committee's time to say that we have a group of young people from the Union School in New Orleans with us this morning. For many years, they have been bringing up the freshman class of the high school so that for the rest of their high school life, they have the experience of Washington behind them.

I was pleased that they were in the room to hear your statement about the beach erosion project. This is the same kind of project we are doing at Grand Isle, Louisiana. It is a wonderful vegetated dune and it meets all the environmental aspects we would all like to enjoy. It is able to keep the beach for the enjoyment of the people without interrupting the environmental and ecological aspects of the area. It also protects the existing homes and provides protection from hurricanes. It was so wonderful, Mr. Pepper, because when we were trying to convince the people of Grand Isle that this would be a useful project, we pointed out that this was the same type of program that provided protection at Miami Beach. It was a compelling argument.

Mr. PEPPER. I want to join you in welcoming these young people here. They are seeing what we are doing affects communities and makes them better. It is a good opportunity for them to see how what we are doing here is translated into a happier life.

You are one of those who has helped bring this about.

Mr. BEVILL. Chairman Pepper—Congressman Pepper is chairman of the Select Committee on Aging which has done such a wonderful job on legislation relating to the problems faced by our senior citizens. We appreciate you so very much.

Mr. PEPPER. You tell those young people I will try to have conditions desirable for them when they get to be old people.

Mr. CHAPPELL. Mr. Chairman, I wanted to especially welcome our

Florida delegation before this committee today and tell Claude how proud we are of him. We want to thank you for your leadership.

Mr. BEVILL. Yes, we all appreciate the great things you have accomplished and what you have done in the Congress. I know you came here during the Roosevelt Administration.

Mr. PEPPER. I came here before those young people started.

Mr. BEVILL. You made a wonderful contribution to this country, but the most outstanding thing is that you are a native of Alabama.

We will put your complete statement in the record.

[The statement follows:]

STATEMENT OF HON. CLAUDE PEPPER

Mr. Chairman, members of the subcommittee, I have come here today to testify in support of some of the fiscal year 1981 water resources development projects which have been proposed for Federal consideration by the State of Florida.

In order that I may yield sufficient time to my colleagues, I would like to call your attention to three projects which are of particular importance to south Florida. The beach erosion, flood control and the Shark River slough study project are essential for this area where trading and tourism contribute greatly to the economic well-being.

The capability estimate of the Corps of Engineers for the Dade County Beach Erosion Control and Hurricane Protection Program is $5 million for fiscal year 1981, for the Central and Southern Florida Flood Control Program is $11.3 million, and for the Shark River Slough Study, which would provide valuable information on the impact of expected development near the Everglades National Park, the Corps' capability is $150,000.

The State of Florida has submitted its request for funding at the level of the Corps' stated capability and I would like to urge that its proposal receive funding at that level. The impact the south Florida area has on the Nation's economy is clearly increasing, as indicated by the rapid growth, both in actual population and increased trading activity. These projects are essential to this development and are in the best interest. Your favorable consideration of this proposal would be very much appreciated.

Mr. BEVILL. The Chair will now recognize Congressman Lehman. We are pleased to have you. Congressman Lehman is one of the distinguished members of the House Appropriations Committee. We work very closely with him and we will hear from him at this time.

STATEMENT OF CONGRESSMAN LEHMAN OF FLORIDA

Mr. LEHMAN. Thank you, Mr. Chairman.

To follow up on Senator Pepper, I would urge Miss Boggs to suggest to her students from New Orleans to visit Senator Pepper's office. If you young people want to see what 50 years of history look like in a Congressman's office, you can get a better education about the 20th century from his office than anyplace I know of in Washington.

Mr. Chairman, my Dade County colleagues and I have requested the Committee on Public Works and Transportation to authorize a survey review of Biscayne Bay. The committee is presently working on this request and I expect the authorization to be granted in sufficient time for your subcommittee to include funds for the review in fiscal year 1981.

The purpose of the reiew, which would be conducted by the Army Corps of Engineers, is to examine the many Federal projects in and around the bay and recommend improvements where necessary.

There has never before been a comprehensive review of these authorized construction projects and it is important that the total effect of

all these projects upon Biscayne Bay be evaluated. The study, which is expected to last 3 years, would give special attention to the biology and water quality of the bay.

As I read in Time and Newsweek this week, one of the big questions is: What are we going to be able to do? It is up to this distinguished subcommittee to save this country from the disastrous waste we seem to be dumping into not only our waters but on our land as well.

I think this is going to be a tremendous responsibility.

Biscayne Bay is without doubt one of Miami's most precious natural resources. A review of Federal projects which affect the bay will assist Dade County as it develops a management program and enhancement guidelines for this valuable body of water.

Examples of the projects which would be studied include the Intracoastal Waterway, Government Cut, Bakers Haulover Inlet, the Central and Southern Flood Control Project and causeway construction. If it is determined that modifications of these or other projects are in order, all the people of Dade County will benefit.

HENDRY COUNTY PROJECT

Mr. Chairman, I received word this morning that the Broward County Board of Commissioners has for the second time unanimously passed a resolution stating its opposition to the Hendry County project which is part of the Central and Southern Florida Flood Control Project. The project will have adverse effects on the water quality in Broward County. This is another situation where if you press the button in one place, it has an impact someplace else. I urge the subcommittee to give serious consideration to these objections.

I wish to mention another project for which no money is being requested next year, but which I hope the subcommittee will nonetheless keep in mind for the future. In the past 3 years, I have come to you to express my support for funding a beach erosion study for the stretch of beach north of Haulover Cut extending up to the Broward County line.

We have one gap up near Broward County. When the study is completed, we can come back to you and hopefully have the opportunity to complete this one missing link.

The Corps of Engineers has informed me that the study is to be completed this year and that during fiscal year 1981, it will review the study results and make recommendations as to how construction should proceed. We expect the Corps to request funding to begin construction in fiscal year 1982.

I wish to thank the subcommittee for all its support in past years and I look forward to working with you when construction is ready to start. This project will have substantial economic benefits in my district which is heavily dependent upon tourism. Beaches to the north and to the south of this area have already been replenished or are in the process of being restored. The completion of this project will ensure that south Florida will continue to offer fabulous beaches to the many visitors who vacation in the Miami-Fort Lauderdale area.

In addition, restoration of this beach will afford residents and tourists alike greater protection from hurricanes which can be expected to strike south Florida in the coming years.

One of the things we have found out is that although the tourists from the North and Northeast are willing to come and sit by the pool decks, the new influx of tourists want to come to where the beaches are. We are flying in planeloads of Europeans and they want to see a beach when they get there.

Thank you again for your consideration in the past, and I appreciate your attention to projects which will benefit the Thirteenth Congressional District of Florida.

Mr. BEVILL. Thank you for a very fine statement.

Mr. CHAPPELL. I join the Chairman in welcoming you. You have some great projects down in that area that fit in so well with our overall program throughout the country.

Mr. LEHMAN. Never had better cooperation from a fellow Florida colleague.

Mr. BEVILL. We are also pleased to have our colleague, Don Fuqua, Chairman of the House Science and Technology Committee. He has done a great job on that important Committee.

Don, you may proceed as you wish.

STATEMENT OF CONGRESSMAN FUQUA OF FLORIDA

Mr. FUQUA. Thank you very much. First, let me say, our two committees work very closely together in many of the funding projects and I want to thank this subcommittee for the cooperative nature in which we have worked over the last few years.

Mr. BEVILL. We appreciate the cooperation of your committee. It has been very important.

Mr. FUQUA. In the interest of time, I would like to get unanimous consent to make my statement a part of the record; and I will try to briefly summarize it.

Mr. BEVILL. Without objection, so ordered.

[The statement follows:]

STATEMENT BY HON. DON FUQUA

Mr. Chairman, I appreciate the opportunity to appear before your Subcommittee today and, in the interest of time, will make my remarks as brief as possible.

After throughly reviewing and analyzing the statement submitted by the Florida Department of Environmental Regulation, I want to express to the Subcommittee my support for the proposals contained therein.

I would like to specifically note the Withlacoochee River Region Water Supply Study which affects a portion of my congressional district. The incredible growth rate for this region has placed a burden on water resources and the burden will only worsen in time unless we act quickly to plan for future water resource needs for business, residences and agriculture. I can assure you, the $100,000 requested, which represents no increase over last year's appropriations, will be well spent and certainly needed.

Mr. Chairman, one area of particular concern to me and not covered by the State of Florida Report, are the Section 107 small navigation projects.

The Corps of Engineers recently began a detailed project study of Shell Point, Florida, which should be completed in 1981. The proposal for Shell Point, to widen and deepen the channel, is mandatory in order to allow shrimp boats to use the channel, thereby greatly enhancing the commercial value of the channel. Without this work, fishermen must depend on the tide.

I am also pleased that the Corps has recently begun another detailed project study of the Cedar Island-Keaton Beach navigation project in Taylor County. The commercial fisherman in this area of Florida have been seriously affected by the lack of deep channels leading to the Gulf of Mexico and this project, although overdue, is most welcomed.

It is most gratifying to note that the studies have begun on these two very important channels in my district and I am dedicated to seeing the projects through to completion. However, I would like to stress, as I have in past years, my total support for conservation of the Apalachicola River. We must make sure that none of the projects would endanger or adversely affect the commercial and recreational uses of this beautiful river.

The funds requested for floodplain study of the Suwannee River are important and deserve support. The State of Florida and local governments are presently involved in joint efforts to protect and preserve the wonders of this river. I anticipate the introduction of federal legislation to complement the work now underway. The floodplain should be adequately mapped if we are to fully recognize the impact of our efforts to preserve as much of the riverbank as is reasonable and practical.

I would like to add one more thought on the Suwannee River. Mr. Chairman, several years ago, a proposal was mentioned which would divert water from the Suwannee, and I only mention this now because, last summer another rumor surfaced that the federal government was still interested in the idea. If we can, for a moment, ignore the environmental horrors this would entail, I wonder at the costs of such a project and the engineering that would be required.

Mr. Chairman, we are all adults in this room, and we understand the political realities we all face. The FY 1981 federal budget must and will be balanced and, I am one who is committed to that goal. In balancing the budget, we cannot expect that we will have funds to support every worthwhile project in the country.

Sacrifices will have to be made by everyone and certainly Florida must face the same funding reductions that other states incur. Obviously, I do not believe these cuts should be disproportionate. I anticipate the Committee will use its wisdom to fund those projects of the greatest urgency and those committeed to preserving our environment and promoting commerce.

I thank you for this opprtunity testify and will be happy to respond to any questions you may have.

SMALL NAVIGATION PROJECTS

Mr. FUQUA. I have come in support of the program submitted by the State of Florida. One area not covered was the small navigation 107 projects. We have two particular projects along the Gulf coast in my district under study—one at Shell Point and one at Cedar Island—Keaton Beach to enable shrimp fishermen, oyster fishermen, mullet and others, to get into deep water. Otherwise they have to be there at high tide and coordinate their work accordingly.

While the Corps of Engineers was investigating the Cedar Island-Keaton Beach situation, it just so happened they got stuck and had to wait on high tide in order to get back into the channel.

So I do hope the committee will see fit to fund particularly some of the 107 projects which are very valuable. They are not expensive and are essential to both commercial and recreational craft.

One of the requests covered in the State of Florida report is for a flood plain study of the Suwannee River. The Suwannee is a historical river but aside from the historical significance, growth is taking place and we do have a problem of getting the river adequately mapped so we can recognize the impact and preserve the river and its scenic beauty.

With that, Mr. Chairman, I appreciate your time and the time of the subcommittee.

Mr. BEVILL. Thank you. That was a very fine statement and certainly this subcommittee will work with you on the projects you have discussed.

Mr. FUQUA. Thank you, sir.

Mr. BEVILL. The Chair now recognizes our distinguished colleague and friend, Congressman Sam Gibbons.

Mr. GIBBONS. Thank you, Mr. Chairman.

Mr. BEVILL. Congressman Gibbons is a distinguished member of the House Ways and Means Committee and has made quite a national reputation in that area.

STATEMENT OF CONGRESSMAN GIBBONS OF FLORIDA

Mr. GIBBONS. Mr. Chairman, may I put my statement in the record? If so, I can briefly summarize it.

Mr. BEVILL. It will be made a part of the record.

[The information follows:]

STATEMENT OF CONGRESSMAN SAM M. GIBBONS

Thank you, Mr. Chairman, for the opportunity to appear before you this morning and again sing the praises of the Port of Tampa, which owes part of its prosperity to Federal money wisely invested as a result of actions by this Subcommittee. On behalf of my entire region, I want to thank you again for the assistance you have provided.

While many people are aware that the Tampa Port creates thousands of jobs in the Tampa area, few realize that it has a major economic impact throughout the entire Southeast. In terms of tonnage it is the eighth largest American port. Last year it handled nearly 50 million tons of cargo. This massive movement has a positive impact on the entire American economy.

In 1978 imports into the Port were valued at just under $500 million, but exports were worth $1 billion. If we are ever to solve our balance of payments problem, we need to keep such port facilities efficient and modern.

For next year the Corps is requesting $23.6 million for the Tampa Port, largely to continue its harbor dredging project there. I also support the Corps' request for $4.9 million to continue work on the Four Rivers Basin project.

I commend both of these projects to you as prudent investments that will pay dividends to the entire American economy.

Mr. Chairman, I want to also request your support of a study of great significance to the Port of Tampa, namely, the study for the Maintenance and Improvement of The Big Bend Channel and The Alafia River Channel. That study was authorized by the Committee on Environment and Public Works of the U.S. Senate on May 29, 1979. The Fiscal Year 1980 appropriations bill contained $30,000 to begin the study and the President's Fiscal Year 1981 budget request to Congress contained $120,000 to continue the study and I would like to have this amount included in the FY 1981 appropriations bill. The continuation of this study in a timely manner is of utmost importance to the future growth of the Port.

Mr. GIBBONS. I have also a statement from the Southwest Florida Water Management District, the sponsoring agency for the Four River Basins project.

Mr. BEVILL. It will be put in the record.

[The information follows:]

Southwest Florida Water Management District

5060 U.S. HIGHWAY 41, SOUTH — BROOKSVILLE, FLORIDA 33512
PHONE (904) 796-7211

DERRILL McATEER, Chairman, Brooksville
WM. O. STUBBS, JR., Vice Chairman, Dade City
N. BROOKS JOHNS, Secretary, Lakeland
RONALD B. LAMBERT, Treasurer, Weeki Wachee

HELEN THOMPSON, St. Petersburg
B. T. LONGENO, Sarasota
CLIFF STEPHENS, Clearwater

JAMES CAMPBELL, Plant City
BRUCE A. SAMSON, Tampa

DONALD R. FEASTER, Executive Director

STATEMENT FOR THE RECORD
UNITED STATES HOUSE OF REPRESENTATIVES
PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS
March 26, 1980

FOUR RIVER BASINS, FLORIDA
FY 81

SUMMARY

The Four River Basins project is a vital flood control project located in southwest Florida. The local sponsor is requesting $4.9 million for construction in Fiscal Year 1981. With this amount, the last three water control structures on the Tampa Bypass Canal will be completed and construction on the Thonotosassa Bypass Canal will begin.

STATEMENT BY DERRILL S. McATEER, CHAIRMAN,
SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

Mr. Chairman, The Four River Basins, Florida project will provide badly needed flood protection for the densely populated Tampa Bay area. Since the project was initially authorized 18 years ago, the population of this area has increased dramatically as thousands of people move to Florida each week. Important as the project was when it was conceived in 1961, its successful completion is much more vital today if we are to fulfill our responsibility to protect both residents and property from the devastation of another hurricane.

We respectfully request that you support an appropriation of approximately $4.9 million for the Four River Basins project for FY 81. With this amount, the last three water control structures on the Tampa Bypass Canal will be completed and construction will begin on the Thonotosassa Bypass Canal. Thus, this major part of the Four River Basins, Florida Project is almost complete and area residents will be protected from the horrors of the flood damage that a hurricane could otherwise cause. Southwest Florida is long overdue for a major hurricane and without this project a catastrophe could result, and its cost could be astronomical in terms of lives lost and property damaged.

Mr. Chairman, members of the Sub-Committee, on behalf of the Board of Governors of the Southwest Florida Water Management District and the people who will be greatly served by this critically important project, I want to thank you for your support in previous years and for the opportunity today to seek continuance of that support in Fiscal Year 1981.

FY 81 FUNDING STATUS

FOUR RIVER BASINS

AMOUNT REQUESTED	$4,900,000
CORPS CAPABILITY	$4,900,000
PRESIDENT'S BUDGET	$4,900,000

TAMPA HARBOR PROJECT

Mr. GIBBONS. I am here to support the Tampa Port project request of $23.6 million; secondly, the Four Rivers Basin project request for $4.9 million in the President's budget.

Both are projects that have been ongoing for some time. The requests are within the budget and are badly needed.

Tampa Harbor, unfortunately, was the area where an accident occurred which took the lives of some Coast Guardsmen.

The deepening will not prevent the accidents, but will help reduce them. That kind of accident could happen at any time. It is a very narrow channel.

Maybe I can ask a question here: Is this the subcommittee that handles the appropriation for the Coast Guard and their marking of harbors?

Mr. BEVILL. That would be our Transportation Subcommittee.

Mr. GIBBONS. I will go to them and talk to them about that. There is a very definite need to improve the markings of these harbors. As the size and speeds of ships increase and the heavy transportation in and out of the harbor is increasing, the Tampa Harbor is the eighth largest tonnage port in the United States.

Mr. BEVILL. That appropriation comes from the Subcommittee under Congressman Bob Duncan.

Mr. GIBBONS. I will talk to Mr. Duncan. I do not have a specific request in that area, but certainly it is something that needs to be looked at not only in my area but all over the country. Our navigational aids have slipped behind the needs as America becomes a greater importing and exporting nation.

I will be glad to answer any questions you may have.

Mr. BEVILL. We will certainly work with you. Thank you for a fine statement.

We have our good friend and colleague, Congressman Earl Hutto, with us. I can say the same thing about Earl that I said about Congressman Pepper except he did not come here during the Roosevelt Administration. You have done a great job and we appreciate you. I appreciate the fact that you are my good neighbor, actually my next-door neighbor.

Mr. HUTTO. To help establish a better rapport, I am also a native of Alabama.

Mr. MYERS. How come everybody left Alabama?

Mr. BEVILL. I am glad you got that into the record, because that is important.

STATEMENT OF CONGRESSMAN HUTTO OF FLORIDA

Mr. HUTTO. Thank you very much, Mr. Chairman.

Mr. Chairman, distinguished members of the committee, I sincerely appreciate the opportunity to appear before you today and address the various water projects in Florida and, in particular, the First District.

The experience of this last year in Congress has under-scored the importance of water resources to our great State. Florida continues to depend upon its water resources for tourism and as an attraction for

economic development. I am hopeful that you will continue to look favorably upon our requests in this tight budget year.

In the First District of Florida, we are working hard to encourage greater economic development. As a part of this effort, we need the uninterrupted continuation of our water resource projects, and are happy to work with you and your staff to address any questions.

The First District of Florida has a unique geography that enables it to have three busy ports shipping cargo throughout the world by the way of the Gulf of Mexico.

For fiscal year 1981, the Corps of Engineers has requested $521,000 for Panama City Harbor; $1,419,000 for Pensacola Harbor; and $272,000 for Port St. Joe Harbor. Furthermore, Hurricane Frederic, last September, caused a great deal of damage to the waterways along the Gulf Coast. The damage done to the East Pass Channel will require $208,000 to correct shoaling problems. Mr. Chairman, all of these projects are vitally important to the citizens of the First District and the State of Florida.

PORT SAINT JOE HARBOR

Mr. Chairman, there is one serious problem that we face which must be addressed in this budget. The Corps request from both the Panama City area office and the Mobile district office included $1,056,000 for maintenance dredging in Port St. Joe Harbor. At some as yet undetermined point, a decision was made to delete these funds and only include $272,000 for an ocean-dumping study. I am quite disturbed by this unexplained action and request that this operations and maintenance funding be restored.

The reason for its deletion apparently was that the Corps assumed the State Department of Environmental Regulation would make the permit process a lengthy one. At the present time, the Corps is undertaking a project at the mouth of the harbor to return the shipping channel to its authorized depth. This project is part of one funded a number of years ago but delayed for a variety of reasons. During the delay period, the appropriated funds were used by the Corps District for other projects in the District. I believe, therefore, that it would only be fair to ensure that the Port St. Joe project be funded and completed in this fiscal year.

In light of the current project at the mouth of the bay the remainder of this project should be completed. The port has suffered greatly because the cargo ships and oil barges cannot enter or leave the port fully loaded. With the completion of the ongoing project, the channel will be able to allow fully loaded ships to enter only part of the way into the port. Since there are no dock facilities near the mouth of the bay, the situation vis-a-vis the port tonnage will remain the same, or possibly even decrease, until the whole channel is dredged to the authorized depth into the docks. Mr. Chairman, members of the committee, I urge you to provide $1,056,000 for completion of this critical project.

Thank you.

Mr. BEVILL. Thank you for a very fine statement. As you know, this subcommittee will certainly work with you. We appreciate the fact that you have been so supportive of this committee. We will put your complete statement in the record.

Mr. HUTTO. Thank you.

[The statement follows:]

STATEMENT OF CONGRESSMAN EARL HUTTO

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

HOUSE COMMITTEE ON APPROPRIATIONS

MARCH 26, 1980

Mr. Chairman, distinguished members of the Committee, I sincerely appreciate the opportunity to appear before you today and address the various water projects in Florida and, in particular, the First District.

The experience of this past year in Congress has underscored the importance of water resources to our great state. Florida continues to depend upon its water resources for tourism and as an attraction for economic development. I am hopeful that you will continue to look favorably upon our requests in this tight budget year.

In the First District of Florida, we are working hard to encourage greater economic development. As a part of this effort, we need the uninterrupted continuation of our water resource projects, and are happy to work with you and your staff to address any questions.

The First District of Florida has a unique geography that enables it to have three busy ports shipping cargo throughout the world by way of the Gulf of Mexico.

For FY1981, the Corps of Engineers has requested $521,000 for Panama City Harbor; $1,419,000 for Pensacola Harbor; and $272,000 for Port St. Joe Harbor. Furthermore, Hurricane Frederic, last September, caused a great deal of damage to the waterways along the Gulf Coast. The damage done to the East Pass Channel will require $208,000 to correct shoaling problems. Mr. Chairman, all of these projects are vitally important to the citizens of the First District and the State of Florida.

Furthermore, the State of Florida FY1981 Public Works Program includes $170,000 for a navigation study at Bayou Texar in Escambia County. This project was initiated to correct extreme pollution and deterioration of the bayou. This study will determine the economic and environmental impacts of opening a channel between the bayou and the bay to provide added flushing of the bayou.

Under the Beach Erosion Control construction program, the initial funding of the Panama City Beach renourishment project is a request of $1,152,000. The proposed project, now awaiting final Congressional action in the water resources authorization bill, would include 18.5 miles of beach restoration. The periodic battering of the beach area by hurricanes, storms, and tides has had a devastating impact upon it. These funds are needed to ensure that the beaches are restored to protect the area and its tourism industry.

One other construction study project requested by the State is the Mexico Beach Inlet, Waterway, and Beach Erosion Control study. This request for FY1981 is $50,000 and will be used to study the sedimentation problem in the artificial canal which has obstructed boat traffic. The clearing of this channel would greatly enhance the commercial and recreational traffic and aid the economy.

Mr. Chairman, there is one serious problem that we face which must be addressed in this budget. The Corps request from both the Panama City Area Office and the Mobile District Office included $1,056,000 for maintenance dredging in Port St. Joe Harbor. At some as yet undetermined point, a decision was made to delete these funds and only include $272,000 for an ocean-dumping study. I am disturbed by this unexplained action and request that this operations and maintenance funding be restored. The reason for its deletion apparently was that the Corps assumed the State Department of Environmental Regulation would make the permit process a lengthy one. At the present time, the Corps is undertaking a project at the mouth of the harbor to return the shipping

channel to its authorized depth. This project is part of one funded a number of years ago but delayed for a variety of reasons. During the delay period, the appropriated funds were used by the Corps District for other projects in the District. I believe, therefore, that it would only be fair to ensure that the Port St. Joe project be funded and completed in this fiscal year.

In light of the current project at the mouth of the bay, the remainder of this project should be completed. The port has suffered greatly because the cargo ships and oil barges cannot enter or leave the port fully loaded. With the completion of the ongoing project, the channel will be able to allow fully loaded ships to enter only part of the way into the port. Since there are no dock facilities near the mouth of the bay, the situation vis-a-vis the port tonnage will remain the same, or possibly even decrease, until the whole channel is dredged to the authorized depth into the docks. Mr. Chairman, members of the Committee, I urge you to provide $1,056,000 for completion of this critical project.

Thank you.

Mr. BEVILL. Now, Mr. Varn. We will go back to you.

NONSTRUCTURAL FLOOD CONTROL

Mr. VARN. If I could wrap up and summarize very quickly.

I was touching on the point that under P.L. 93-291, provision was made for utilizing nonstructural flood control. Our experience has been that although the authorization is there for the funding, the funding has not been there. The State of Florida supports nonstructural means of flood control. If there is any way that we can further support funding for nonstructural types of flood control projects, we would like to voice our support for that type of funding.

If I could recap very quickly, touching on four projects: The southern and central flood control project—the funding provided for in the budget would cover Hendry County, Nicodemus Slough and the South Dade Conveyance System which also provided water to the Everglades National Park. There is also the funding required for the replacement of structure 155.

We think all those are important.

Congressman Gibbons mentioned the Tampa Port and Four Rivers projects, both of which are continuing. We think the funding is very important.

Also in the studies under flood control is the Lake Okeechobee water supply study. It was funded at $130,000 last year. An additional $100,000 is requested this year by the State. It was not included in the President's budget.

Last but not least was a study Congressman Fuqua mentioned, dealing with the Suwannee River. We are making an initial request for half a million dollars. The river is basically an unspoiled river at this point in time. We are seeing a lot of pressures developing along the river. Anything we can do to help in preventing problems from occurring would be a lot cheaper than trying to cure them after they have occurred. We have a rare opportunity to do that and we think this study is a step in the right direction. I would be glad to respond to any questions members of the subcommittee might have.

Mr. BEVILL. We thank you so much for your fine presentation. We will certainly take the statement you have presented and give consideration to everything you have requested.

Mrs. BOGGS. This is a fine presentation, with the maps and the breakdown of expenditures.

Mr. VARN. Thank you very much.

Mr. BEVILL. All right. Yes, Mr. Chappell?

Mr. CHAPPELL. I wonder if we might recognize Colonel Emmet Lee, who lives in my district. I have had an opportunity to work with him and he went on to bigger and greater things with the Tampa Port Authority.

Mr. BEVILL. We are glad to have you with us, Colonel Lee. We also have some statements from several of our colleagues who were unable to appear today that will be inserted in the record at this point.

[The statements follow:]

CONGRESSMAN BILL YOUNG'S TESTIMONY BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

April 2, 1980

Mr. Chairman, Members of the Subcommittee, I appreciate this opportunity to submit testimony to your Subcommittee on the request of the State of Florida for public works projects for FY '81. Before I begin I would like to take this opportunity to thank this Subcommittee, its Chairman and Mr. Chappel of Florida for its past sensitivity to the needs of the people of my District. I represent a District which consists entirely of a peninsula bordered on three-sides by water. Over 34,000 of my constitutents actually live directly on beaches which are subject to erosion and storm damage -- two natural calamities that this Subcommittee addresses. Because much of my District also lies very close to sea level there are many portions of it which are also subject to flood damage from the frequent storms which lash the West Coast of Florida. Therefore, as you can see Pinellas County, the District that I represent, is particularly vulnerable to the elements.

Mr. Chairman, the State of Florida is requesting a total of $2.64 million in funds for projects in Pinellas County. Of this amount, only $44,000 is included in the President's budget. I find this a little bit difficult to understand in light of the fact that as I have stated, Pinellas County is particularly vulnerable to the types of natural elements which public works projects address. Pinellas County has a population of 725,457 in a state whose population is 9,245,231. Yet out of a total budget that the President has submitted of $94,187,000 Pinellas County only receives $44,000. Now Mr. Chairman, as members of the Subcommittee know, I am for cutting back on budget requests wherever possible but these figures are a little bit disheartening.

The projects the State has requested are needed and I support them. The major construction project is beach erosion control for Pinellas County beaches. The State is asking for $2.5 million dollars for construction monies this year. This money will be used to put 2.78 million yards of sand on the shores of an area that includes eight incorporated areas with a combined population of 18,993 people. The Corps stated capability for this project is only $500,000, but the Corp has presently under review a request to increase this capability to include a larger section. That $500,000 only includes the work to be done at Treasure Island. I fully expect the Corps to complete the review of their capability prior to this bill coming to the Floor, and I would hope that the Subcommittee would consider favorably our request for $2.5 million for this much needed project.

The only project that the President has included money for is a beach re-study for $44,000. This money will be used to complete this re-study which consists of a re-evaluation of the needs and objectives for the specific problem areas on Clearwater Beach, Sand Key, Treasure Island and Long Key and the recreational, environmental and economic benefits possible with the beach renourishment program.

The State is also requesting $50,000 for a study for Pinellas County drainage improvements and another $50,000 for a study for the City of Largo and its retention recreation area. I support both of these requests particularly the Pinellas County drainage improvements. This study actually emanates from the storm that occurred in May of 1979 which caused eight deaths and $33 million in property damages and loss. As I stated previously, Pinellas County is particularly susceptible to flooding in many areas and this study would be a big help in helping us get to the root of the problem.

One request that the State has not made which I am inclined to ask the Committee for, is an additional $2.1 million to complete the maintenance dredging for St. Petersburg harbor. Two years ago this Subcommittee appropriated $560,000 to do this job. There are many environmental concerns connected with this maintenance dredging and as a result, instead of dumping the fill material on the upland environmentalists have concluded that ocean dumping would be far more feasible. Unfortunately, this has increased the cost of the project immensely and that is why I am requesting an additional $2.1 million to complete it. Mr. Chairman, I respectfully submit that it would be unfortunate for the Corps to begin this project and not be able to complete it, thereby wasting the $560,000 we have already appropriated.

Mr. Chairman, as usual the State has included in its request a copy of the Resolution that the Cabinet adopted back in 1977 which requests deauthorization of the Cross Florida Barge Canal. As usual I would like to state my opposition to the Canal and my support of the State's Resolution.

Mr. Chairman, thank you once again for any consideration that the Subcommittee might be able to give to my request.

COMMENTS OF

THE HON. RICHARD KELLY

Within Florida's sprawling Fifth Congressional District lie hundreds of thousands of acres of freshwater rivers and lakes, as well as miles of coastal shoreline. Such incalculably valuable natural resources must be preserved in perpetuity, while at the same time serving the commercial, recreational, and consumption needs of the population. Therein lies the raison d'etre of the federal government's Public Works projects.

Central Florida's burgeoning population over the last decade, and conservative growth estimates for this decade, lead us to the conclusions that we must continue to meet the ever-increasing demands of the recreational boater and commercial fisherman; and, we must closely monitor fresh water supplies in order to meet the present and future consumption needs.

AQUATIC WEED CONTROL

The $1.44 million allocated for FY '81 to control and remove aquatic weeds in the part of Florida I represent will do little more than maintain the status quo. Although I believe that we will solve our problems with new technology, any reduction in the present efforts to control the aquatic weeds will cause proliferation of these noxious weeds. Before you and I were even born, water hyacinths, and perhaps even hydrilla, infested Florida's waterways, clogging tributaries, choking canals, and literally paralyzing all forms of water navigation.

Mass migration to the Sunbelt has only aggravated the water weed problems. Septic tanks too near the densely-populated shores of lakes and rivers; run-off nutrients from lawn fer-

tilizers, and a myriad of other "man-made" sources of "food" for these nuisance water weeds has caused them to permeate our fresh waters like a cancer, thriving in their rich, new environment.

The end result of the kind of ambitious aquatic weed removal and control program success has been documented through all the positive feedback I have received. On the basis of this, and my personal inspection of some previously heavily-infested rivers and lakes, I would like to express my support for continuing and possibly accelerating, these aquatic weed control and removal programs. I will also support any means of searching for a more permanent solution to the obnoxious water weed problem.

RECREATIONAL AND COMMERCIAL
BOATING NEEDS

Another equally important concern to Floridians is the pressing need to provide better and more expeditious access to the Gulf of Mexico. Recent studies of Dunedin Pass and Hurricane Pass in upper Pinellas County indicate that 70 per cent of all commercial and recreational watercraft in that county would profit from improving just Dunedin Pass. Some 30 per cent of the same boaters would profit from improving Hurricane Pass. Thousands of pleasure craft operators and commercial fishermen ply these waters each day, and it is estimated that thousands more will in the decade to come.

Improvements to Dunedin Pass alone would reduce one-way travel distance to the Gulf of Mexico by 3.49 miles. Improvements to Hurricane Pass would save 1.88 miles. Not only would

upgrading these two passes effect less restrictive water travel to the Gulf, the use of these passes could provide just under $110,000 in annual benefits to boaters each year, and as the Pinellas County fleet grows, the benefits reaped from the use of these passes would increase proportionally.

West Central Florida is among the fastest-growing area in the state -- and the nation. Consequently, we must be prepared to accommodate the increased commercial and pleasure boat traffic this kind of population increase causes. The need to continue studies, and eventually dredge and stabilize Hurricane Pass and Dunedin Pass cannot, and should not, be understated. I cannot more strongly underscore the importance of Florida's capability to meet the present and future needs of recreational boaters and commercial fisherman in this part of the Suncoast. There is no doubt that families will continue to migrate to the Sunbelt, and that many are drawn here because of our vast water resources.

Recreational boating alone supports a work force 600,000-strong, and represents an integral part of Florida's tourism industry. Tourism revenues have been estimated at $12-billion annually, making it the state's primary industry. It takes farsightedness to prepare for the next decade, but recognizing the areas that need improvements, and taking decisive action seems to me like a step in the right direction. Allocating $250,000 in FY '81 to continue studies of the Gulf Coast Passes, which include Dunedin and Hurricane, is a progressive step forward. Authorizing construction should, perhaps, be the next step.

WATER SUPPLIES
NOW AND LATER

A closer look at rural areas of the Fifth Congressional District of Florida thought of as water-rich will help them assess their ability to accommodate impending population influxes. Citrus and Hernando Counties, both of which share the Withlacoochee River with three other counties, are among the fastest growing proportionally, in the whole nation. The Withlacoochee River region has been under study for two years, and in order to prepare adequate plans for the water consumption needs of the future, the additional year's study, and $100,000 allocation in FY '81 is necessary.

Careful monitoring of salt water intrusion and the deleterious effects of the ever-increasing demands for water, will provide the hard facts needed to determine whether the supply of fresh water will serve the current and future needs of those within the five-county area the Withlacoochee River region serves. This study will be comprised of the area's demographic profile, an estimate of present and future water consumption, rainfall recharge information, and projections for the future.

The data derived from the two previous studies has proved worthwhile, and the third study will provide a well-rounded projection usable for decades to come. If Florida is to make accommodation for the future, it is essential, even crucial, to be cognizant of the fact that our consumable water supply may not be as endless as we may have assumed; that salt water intrusion is indeed a potential contaminant of future water supplies; and, that without safeguarding an adequate supply of water, we will be risking the economic well-being of the state by closing the door on its future growth.

STATEMENT OF HON. EDWARD J. STACK

Mr. Chairman and Members of the Subcommittee. I am certainly pleased to have this opportunity to lend my support to the Beach Erosion Projects in South Florida. As I am sure you are aware, nothing is more important to the economic well-being of South Florida than the tourism which is generated by our beautiful beaches and salubrious climate. While our climate may be nearly perfect, our beaches do require sustained efforts to prevent their destruction.

For this reason, I would emphasize to you the need to approve the $750,000 that is required to pay for the Broward County Beach Erosion Project. This is a small price to pay for the far-reaching benefits which ensue from the maintenance of the beaches.

I would like to also take this opportunity to relate to you the continued opposition of the county I represent to the Hendry County project. The impact that this project will have on the water quality of Broward County is reason enough to reexamine its funding. Further, I would call to your attention the list of reasons cited by the Broward County Commission last year in passing its initial resolution of disapproval. This month, the Commission again adopted such a resolution. In addition to the list of objections to the project, I am submitting for the record an insightful editorial from the Miami Herald, placing this project in perspective. I deeply appreciate the Subcommittee granting me this opportunity to be heard.

OBJECTIONS OF BROWARD COUNTY COMMISSION TO HENDRY COUNTY PROJECT

1. Due to the preponderance of testimony opposing subject proposed project;
2. Harmful effects to the wildlife in subject area;
3. Property in subject area has been useful for twenty-three (23) years;
4. Some property owners in subject area are opposed to subject proposed project;
5. The initial cost of the project and the improvements required over the next period of years do not support the benefits of the project;
6. It appears to be less expensive to buy the property than proceed with said construction;
7. Monitoring steps recommended by the Broward County Environmental Protection Board suggest there could be serious water degradation;
8. Testimony indicates potential water degradation which would be detrimental to the conservation areas; likewise to the wildlife, Everglades and potentially to the water supply of south Florida;
9. Testimony as to the detrimental effects upon the Acquifer, wildlife, fishing and shrimp industries; said effects are of concern to many citizens and agencies;
10. Opposition to subject proposed project expressed by various groups;
11. Reasonable assurance could not be provided by the Department of Environmental Regulation that the water quality will not be violated as a result of subject proposed project;
12. Residents of Hendry County testified that subject proposed project is not ready for serious consideration by the Broward County Commission and other agencies involved;
13. Though the project may correct flooding, additional problems may be created for Hendry and Broward County;
14. Opposition expressed by Broward County residents;
15. Letters from various agencies expressing opposition to subject proposed project;
16. The financial interests of a few large landowners in Hendry County would be subsidized at the expense of the water quality in Broward County;
17. Primarily only twenty-one (21) large landowners would benefit from subject proposed project.

[From the Miami Herald, Mar. 4, 1979]

DRAINAGE PROPOSAL SHOULD BE REJECTED

The South Florida Water Management District, a few state officials and some prominent Hendry County property owners are still clinging to the notion that a multi-million dollar plan to provide drainage over 251 square miles of the county is a great idea.

But we don't think so; nor do many other. Opponents include the Division of State Planning (DSP), the Seminole Indians, Everglades National Park, the Federal Fish and Wildlife Service, numerous environmental organizations and, we suspect, most Dade, Broward and Palm Beach county taxpayers who will foot a great deal of the bill.

The objections are numerous; they are not simply based on environmentalists' fears that the project will destroy wildlife habitat and degrade water quality in the vast, critically important wetlands nearby.

State planners have criticized the project as poor water management, arguing the need to store water on wetlands in water hungry Florida is more pressing than draining and reclaiming them for private interests.

A spokesman for the National Wildlife Federation put it more bluntly, condemning the Hendry County Plan as a "blatant federal subsidy" to Glades-area sugar interests.

Still, Jay Landers, interim director of the Department of Natural Resources, has approved the project for public funding the past two years. That, despite unresolved criticisms from other state and federal agencies and despite the lack of an adequate final environment impact statement on the project.

More recently, Jim Tait, the state's new Administration Division director had a chance—and plenty of evidence—to put this pork-barrel project out of its misery.

In his review of the final environmental statement, he found what he conceded to be numerous problems, enough so he declared it "inadequate."

But he then chose to take Landers' advice. The project to his eyes was, somehow, desirable, despite a highly critical report by his own technical staff.

In doing so, Tait missed a chance to save taxpayers an estimated $20 million. (Though official estimates put the project at $16 million, those are 1976 dollars, not today's.)

That's a considerable chunk of money, considering the beneficiaries are merely 21 property owners, most notably U.S. Sugar Corp and Alico, a landholding corporation.

The state Department of Environmental Regulation's (DER) position has been a defensive one. It originally pointed to calculations showing that the project's ultimate benefits would exceed the costs, if only narrowly.

But those calculations were based on interest rates at least four per cent below present ones. Recalculation would show it to be a losing prospect.

But DER, like the Water Management District, has held fast to the notion that Hendry County landowners are somehow owed the draining because the district's construction of a dike encircling Lake Okeechobee has caused recurrent flooding there.

But the Division of State Planning argued early on that no convincing historical data backs up that theory. Even if this so-called mitigation theory were valid, planners point to numerous, less expensive, more socially beneficial ways to solve the county's flooding problems.

What's proposed now it a throwback to the old days of boondoggle reclamation projects, turning wetlands dry for the benefit of farmers and agribusiness.

In the end, Tait seemed swayed by the sinking of about $1 million in taxpayer's money into the project already, much of it toward acquisition of rights-of-way along the 26-mile canal that would become the project's backbone.

That hardly amounts to an enthusiastic endorsement of a project waiting to cost millions more. A million ill-spent is unfortunate: $20 million ill-spent is unpardonable.

If the Hendry County Plan is out of the frying pan, it is not, we suspect, out of the fire.

Jake Varn, the state's new environmental director, still has a chance to review the project on its merits when it goes back to his department for water quality certification.

And, we expect, environmentalists and concerned federal agencies will press for top-level appeals before the governor and the Cabinet and the President's Council on Environmenal Quality.

Finally there, we hope, will the project be rejected for the boondoggle that it is.

TESTIMONY OF REPRESENTATIVE DANIEL A. MICA

Dear Mr. Chairman, in deliberation on the proposed Florida water project appropriations, I hope that the Committee, under your experienced leadership, will look favorably on those projects benefiting the 11th Congressional District.

I also favor a balanced federal budget, and it is my sincere wish that favorable consideration be given to the projects scheduled in Palm Beach and North Broward Counties while keeping their budgetary impact at the forefront of deliberation.

Mr. BEVILL. The Committee will adjourn now to reconvene at two o'clock.

AFTERNOON SESSION

WEDNESDAY, MARCH 26, 1980.

PATOKA RESERVOIR, INDIANA

WITNESS

HON. JOEL DECKARD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA

Mr. BEVILL. The Committee will come to order.

At this time, we have our friend and colleague, Congressman Joel Deckard, who has a statement. You may proceed as you wish.

STATEMENT OF CONGRESSMAN DECKARD OF INDIANA

Mr. DECKARD. Thank you Mr. Chairman and Members of the Committee. I'm very appreciative of the opportunity to testify today. My purpose and that of the gentlemen with me, is to bring to your attention a serious problem that has been plaguing farmers and land owners in the Patoka River Valley in South-western Indiana.

The Patoka River was hit with severe flooding in the summer of 1979, along with a substantial portion of the region. Fourteen of the fifteen counties in the Eighth District were declared Federal disaster areas. While the flooding in the rest of the area caused extensive short-term damage, the farmers in the Patoka River area remained flooded through the remainder of 1979 and early 1980. The water has just now begun to subside, but that promises to be a short-lived improvement as the spring rains have begun.

The cause of this flooding is due only in part to the heavier than usual rainfall; two other important factors have been the clogged condition of the Patoka River, and in part to the discharge from the recently completed Patoka Reservoir, a Federally funded Army Corps of Engineers project discharging into the river. The river channel can accept only about one-third to one-half of the discharge, contrary to original calculations. Thus, much longer periods of discharge are required and the river channel is unable to accept even normal area rainfall. I am concerned that even with a normal spring rainfall this area will be severely inundated.

This condition has many county roads flooded and promises to keep them underwater many months of the year; it is making oil production difficult if not impossible in some cases—substantially more expensive

in others (in what is the largest oil producing area in the state) and will continually threaten 40,000 acres of high quality farm land with crop losses following normal rains. In addition, field tiles with replacement costs of hundreds of thousands of dollars are being choked due to silting and clogging from constant high water on the river and connecting ditches.

Delivery of public services in the area are being hampered. Rural mail carriers and school bus drivers have to make costly and time consuming detours around flooded county roads.

The flooding of the Lower Patoka has brought about ruinous consequences for not only the farmers in the affected areas, but also for oil producers, agricultural equipment dealers, and every other business depending directly or indirectly on the farmer and his family for their livelihood in the towns and cities in the area.

The Corps has admitted its miscalculation of the planned discharge rate from Patoka Lake, but claims that its hands are tied without specific Congressional authorization to correct the problems.

All these people are asking is that the numerous log jams and drifts in the river, which act as dams, be removed to allow the river to carry within its banks the normal watershed rainfall and the discharge from the Patoka Lake Flood Control Reservoir. I appreciate the opportunity given these people to bring this matter to your attention.

I would also like to submit for the record portions of two of the many letters I have received from the farmers along the Patoka.

The first is from Mr. and Mrs. Fred Meyer, RR1, Box 13, Francisco, Ind.:

> We live in Gibson County, Center Township near the Patoka River. The littlest rainfall these days causes our rich farm land to overflow. The 43 acres we have in the bottoms has been under water since last July. In the past we could get a crop now and then to cover taxes, working the ground to keep it free of sprouts and ditching so it would drain. Since they put the Patoka Reservoir in operation, we have nothing but water. We were to believe this would solve some of our flooding. What we need is a little cleaning in our Patoka River * * *.

The second is from Edward P. Willis, RR4, Petersburg, Ind.:

> I have farmed ground near the Patoka River for several years now. The chances of harvesting a crop grows smaller each year. This year has been my greatest loss. The river is clogged with drift in many places and the beavers are making so many dams that some areas are never allowed to drain. If these aren't cleared out soon, no one west of Highway 57 will be able to plan a harvest.
>
> I have never asked for a Federal loan or grant. This is not what most farmers want. They want a solution to the problem of flooding every year so they can plan and harvest with pride the fruit of their labors.
>
> Family farms are slowly passing from the scene. If some kind of flood control isn't put into force, I will soon join the statistics of a farmer who had to turn to another job to make a living.
>
> If we are to survive as farmers in the Patoka River area, we must get some one interested in our problem. Anything you can do will be appreciated.

Thank you.

Mr. BEVILL. Thank you, Congressman Deckard, for your statement. We appreciate your appearance here today.

Mr. DECKARD. Thank you.

WABASH VALLEY PROJECTS, LOUISVILLE LAKE, ILL.

WITNESSES

JACK L. THATCHER, MAYOR OF FLORA, ILL.
ROSE GILL, MEMBER OF THE CLAY COUNTY, ILL., BOARD
JAY THATCHER, FLORA, ILL.
ROGER EDMISON, CLAY COUNTY HIGHWAY SUPERINTENDENT
BILL RIDGEWAY, PRESIDENT, FLORA, ILL., CHAMBER OF COMMERCE
DENNIS HEEKE, PRESIDENT, WABASH VALLEY ASSOCIATION AND INDIANA STATE REPRESENTATIVE
SAM MILLER, EXECUTIVE VICE PRESIDENT, WABASH VALLEY ASSOCIATION
IRVIN SCHENK, VINCENNES, IND.
MIKE McCONNELL, PATOKA RIVER CULTIVATION DISTRICT
GEORGE GETTINGER

Mr. BEVILL. I want to welcome our next group of witnesses from the Wabash Valley Association. I know a very important Member of Congress with a keen interest in this area.

Mr. MYERS. Thank you, Mr. Chairman. I want to join you in welcoming my friends from Indiana and Illinois.

The Mayor of Flora, Illinois, Mr. Jack Thatcher, has a statement and we would be pleased to hear it at this time. Also, we want to welcome Bill Ridgeway, who we remember from last year.

Mr. THATCHER. I thank you very much for the opportunity to speak here today. We appreciate the hospitality shown to all of us since we have been here.

Basically, the Corps has been involved in the study of the Louisville Lake Project which I am speaking about for 18 years now. It is located in Southeastern Illinois and is viewed primarily as a water supply project.

However, it does have some elements of flood control and recreation involved. In conjunction with that, the studies have been going on now for as I said 18 years. Six public hearings have been held and at the last report that I had from Neil Jenkins, a spokesman for the United States Army Corps of Engineers, they have in essence completed the planning stages.

They are ready to proceed, if funded, into land requisition. While basically I am here to ask you about is that the initial appropriations budget as has been drafted is currently showing $500,000 in it for planning purposes.

I would like to see that $500,000 and an additional $1 million be used to get this project into land acquisition stage.

I realize there has been a presidential order to, in essence, no new starts on water conveyance projects, however, delaying it will not decrease the cost or the need. The need will continue and I feel that Congress has seen fit to override the President before when the urgency was there.

I hope they will see fit in this particular instance to also override the President's recommendation and give this project the green light, because we have been studying for 18 years. We have studied it about as long as we possibly can.

As you are familiar, Mr. Chairman, and I am sure other Members of the committee are familiar with it, Congressman Shipley represented our district for a good number of years and continued to support this project throughout the duration of his term of office here.

We have a new Representative now, Congressman Crane.

Congressman Crane has said that he is opposed to the project at this stage and is requesting further study for alternative sites.

I have acquiesced to that in the hope that the Congressman would become better educated and see that Louisville Lake is the most logical answer to the problem. But at the same time I have expressed to him that I will in essence oppose his position in seeking the Members of Congress to continue the support that they have given this project for the past 18 years, and there are others here who will comment on other aspects of it.

If you have any questions I would be happy to answer them for you.

Mr. MYERS. Thank you.

I think the committee is well aware of Louisville throughout the years.

Your complete statement will go into the record as well as those other statements that you have.

[The statements follow:]

Testimony of Jack L. Thatcher

Mayor of Flora

March 26, 1980

TO

Representative Tom Bevill, Chairman

Subcommittee on Energy and Water Development

U.S. House of Representatives

Washington, D.C.

City of Flora, Illinois 62839

JACK L. THATCHER, Mayor

Phone (618) 662-8313 City Hall Building 122 North Main Street

Jack L. Thatcher, Mayor

Commissioners:
James G. Miglin
Charles Overstreet
John W. Tanner
Lewis L. Wolfe

U.S. House of Representatives
Washington, D.C.

Gentlemen:

I last gave oral testimony before this committee six years ago, expressing the need for water supply, flood control and recreation in our area which could be filled by the construction of Louisville Lake. Others have been coming for more than 15 years.

All involved in this matter, those in favor and those opposed, acknowledge the need for water supply in our area. Those in favor believe Louisville Lake is the answer. Those opposed believe other sites should be studied because they don't think the Louisville Lake site is the answer and their reasons differ according to their interests. But no one questions the need.

The Corps of Engineers, an arm of the federal government, says Louisville Lake is the answer and they are ready to proceed with land acquisition and construction if Congress will authorize it.

During his 20-year tenure in the House of Representatives, George Shipley acknowledged the value of the project and supported it. Many of you agreed and supported the project, too.

Our new, freshman Congressman, Dan Crane, acknowledges the

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water need, but has expressed opposition to Louisville Lake as the answer to that need. I believe Congressman Crane is wrong. I have supported his position to have the Corps conduct even more studies of alternate sites because I believe the studies will eventually prove to the Congressman that the Louisville project is the most logical.

However, I have told him I will continue to push for construction over his opposition, while hopefully the studies he seeks will inform his staff and himself sufficiently to change their current position.

Congressman John Myers of Indiana has been a faithful supporter of this project, as have many others. I realize it is a tendency of some Congressmen to follow the lead desire of the home district legislator. However, I hope that sufficient numbers of you, as in the past, still see the value of this project and will not merely follow suit of the new home district legislator. This project has been supported by Congress and the Corps of Engineers for over 12 years. It would be a shame to see that record changed because of the opposition of the new legislator from our district.

We need another two years to change Dan Crane's opinion or to change legislators, but it would be a total waste of time, money and effort not to proceed with Louisville Lake while this individual change process is taking place.

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I urge you to authorize the beginning of land acquisition for Louisville Lake in the fall of 1981, as recommended by the Corps of Engineers, and that appropriate funding be budgeted.

Thank you for your time and attention.

Jack L. Thatcher
Mayor, City of Flora

TO: Representative Tom Bevill, Chariman
Sub-Committee on Appropriations
Energy & Water Development

FROM: Lewis L. Wolfe, CLU
City Commissioner
Flora, Illinois

SUBJECT: Expression of Need and Request for
Increased Funding
Little Wabash River Improvement
U. S. Army Corp of Engineers
Clay County, Illinois

City of Flora, Illinois 62839

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Lewis L. Wolfe

GENTLEMEN;

MY NAME IS LEWIS WOLFE, CITY COMMISSIONER, FLORA, CLAY COUNTY, ILLINOIS. I HAVE BEEN A RESIDENT OF CLAY COUNTY FOR THE PAST NINETEEN YEARS.

PRIOR TO BECOMING CITY COMMISSIONER, I SERVED SIX YEARS ON THE CLAY COUNTY BOARD, IN WHICH CAPACITY I BECAME FAMILIAR WITH THE "PRO'S AND CON'S" OF THE LOUISVILLE LAKE PROJECT. THIS IS A VERY IMPORTANT ISSUE FOR THE RESIDENTS OF CLAY COUNTY, BOTH FOR AND AGAINST THE LOUISVILLE LAKE. THIS IS TRUE OF ANY WORTHWHILE PROJECT. IT IS MY DESIRE THAT YOU WOULD GIVE THIS TESTIMONY FAVORABLE CONSIDERATION FOR THE LAKE BASED ON THE FOLLOWING INFORMATION.

I GREW UP IN SOUTHERN WAYNE COUNTY ON A FARM. AT LEAST TWO TIMES EACH YEAR, SPRING AND FALL, AND SOME YEARS MORE OFTEN, OUR FARM WAS INUNDATED. THE EROSION FROM THE FLOODING WAS DEVASTATING, AS WELL AS FLOATING TRASH AND DEBRIS ONTO THE FARM. MANY TIMES LIVESTOCK WAS DROWNED. RESTORATION OF FARMLAND IS COSTLY.

MOST OF THE FLOODING WAS CAUSED BY HEAVY RAINS UPSTREAM. HAVING MOVED TO CLAY COUNTY SOME NINETEEN YEARS AGO, I FIND THAT THE SAME PROBLEM EXISTS HERE. I FEEL THAT IF THE LOUISVILLE LAKE WERE OPERATIONAL, IT WOULD SERVE AS A HOLDING TANK, PREVENTING FLOODING DOWNSTREAM. THROUGH REGULATED, SYSTEMATIC HOLDING AND RELEASING OF WATER FROM THE LAKE DURING HIGHER AND LOWER RIVER ELEVATIONS, ADEQUATE WATER SUPPLY COULD BE MAINTAINED DURING ALL SEASONS.

I SERVED SEVERAL YEARS AS A MEMBER OF THE FLORA INDUSTRIAL COMMISSION. ONE QUESTION THAT IS ALMOST ALWAYS ASKED BY INDUSTRY LOOKING FOR RELOCATION SIGHTS IS, "HOW ADEQUATE IS YOUR WATER SUPPLY?" OBVIOUSLY, OUR ANSWER HAS TO BE, "VERY LIMITED".

THERE HAVE BEEN TIMES IN RECENT YEARS WHEN, IN CERTAIN PLACES, OUR SOURCE OF WATER SUPPLY, THE LITTLE WABASH RIVER, HAS DRIED UP TO THE EXTENT YOU COULD WALK ACROSS IT ON DRY LAND. AS THE POPULATION INCREASES, THIS FACT IS ALARMING.

ASIDE FROM THE CRITICAL NEED FOR WATER SUPPLY FOR SURVIVAL, MANY OTHER BENEFITS COULD BE DERIVED FROM THE LOUISVILLE LAKE. MANY RECREATIONAL ACTIVITIES COULD BE DEVELOPED. OUR PRESENT GOVERNOR OF ILLINOIS,

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JAMES THOMPSON, AS WELL AS OUR FORMER GOVERNOR, DANIEL WALKER, WHOLEHEARTEDLY ENDORSED RECREATIONAL DEVELOPMENT OF THE LAKE INCLUDING FINANCIAL SUPPORT.

FLORA AND CLAY COUNTY HAVE BEEN DECLARED A HIGH UNEMPLOYMENT AREA BY BOTH THE STATE OF ILLINOIS AND THE FEDERAL GOVERNMENT. THE UNEMPLOYMENT RATE AVERAGES IN EXCESS OF 10% ANNUALLY. THE LAKE WOULD HELP CREATE JOBS FOR MANY PEOPLE, WHICH IN TURN WOULD CAUSE THEM TO BE CONTRIBUTORS TO THE TAX SYSTEM RATHER THAN WELFARE RECIPIENTS.

I REALIZE THERE HAS BEEN STRONG OPPOSITION TO CONSTRUCTING LOUISVILLE LAKE BY PEOPLE WHO FARM AND LIVE IN THE IMMEDIATE PROPOSED LAKE AREA. THIS HAS BEEN TRUE THROUGHOUT THE HISTORY OF MAN. MANY INTERSTATE HIGHWAYS HAVE TAKEN LAND FROM PEOPLE WHO OPPOSED THEIR DEVELOPMENT. HOWEVER, IT WAS CONCLUDED THAT MORE PEOPLE WOULD BE HELPED THAN HURT BY THEIR CONSTRUCTION. TIME HAS VINDICATED THIS. I FEEL THE SAME SITUATION EXISTS WITH THE LOUISVILLE LAKE, FOR MORE PEOPLE WOULD BE HELPED THAN HURT BY THIS PROJECT.

I AM SYMPATHETIC WITH THE RESIDENTS WHO MAY BE AFFECTED BY THE CONSTRUCTION OF THE LOUISVILLE LAKE. I AM ALSO SYMPATHETIC WITH THE PEOPLE WHO LIVE DOWN-STREAM THAT HAVE THEIR CROPS WASHED AWAY YEAR AFTER YEAR.

AFTER GIVING CAREFUL CONSIDERATION TO BOTH SIDES OF THE ISSUE, FOR AND AGAINST THE LAKE, I FEEL THAT THE AMOUNT OF GOOD THAT CAN COME OUT OF THE CONSTRUCTION AND DEVELOPMENT OF THE LOUISVILLE LAKE, AS OPPOSED TO THE INCONVENIENCE CAUSED BY IT, TIPS THE SCALES OF BALANCE HEAVILY IN FAVOR OF THE PROJECT.

THEREFORE, I URGENTLY REQUEST THIS APPROPRIATIONS COMMITTEE TO GIVE FAVORABLE CONSIDERATION TO THE IMMEDIATE CONSTRUCTION OF THE LOUISVILLE LAKE AND APPROVE THE NECESSARY FUNDS FOR ITS COMPLETION.

Lewis L. Wolfe

LEWIS L. WOLFE, CLU
CITY COMMISSIONER
FLORA, ILLINOIS

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MARCH 25, 1980

REPRESENTATIVE TOM BEVILL
CHAIRMAN SUB COMMITTEE ON ENERGY & WATER DEVELOPMENT
WASHINGTON, D. C.

REPRESENTATIVE BEVILL;

THE FOLLOWING TESTIMONY, URGING YOU TO APPROVE THE LOUISVILLE LAKE PROJECT IN CLAY COUNTY, ILLINOIS, IS BASED ON INFORMATION FROM A WATER FEASIBILITY REPORT PERFORMED BY CRAWFORD MURPHY & TILLY, CONSULTING ENGINEERS, SPRINGFIELD, ILLINOIS, FOR THE CITY OF FLORA, ILLINOIS, IN 1963.

AT THE LOCATION OF THE WATER INTAKE FOR FLORA, ON THE LITTLE WABASH RIVER, THERE IS A TOTAL DRAINAGE AREA OF 743 SQUARE MILES. FOR LOW WATER FLOWS, THE TOTAL DRAINAGE AREA IS REDUCED TO 682 SQUARE MILES DUE TO A WATER SUPPLY RESERVOIR FOR THE CITY OF MATTOON, 60 MILES NORTH OF FLORA, IN THE UPPER REACHES OF THE DRAINAGE AREA AND INTERCEPTS RUN OFF FROM 61 SQUARE MILES.

DURING THE DROUGHT PERIOD OF 1953-1955, SERIOUS WATER SHORTAGES OCCURRED IN FLORA AS WELL AS OTHER ILLINOIS CITIES. THE RUN OFF DURING THESE YEARS WAS VERY LOW, AT ONE TIME THERE WAS A FOUR MONTH PERIOD OF LESS THAN 0.01 INCHES PER MONTH AND IN SEPTEMBER, 1954, THERE WAS A PERIOD OF 17 DAYS WHEN NO FLOW WAS RECORDED AT THE GAGING STATION. EMERGENCY MEASURES WERE TAKEN TO RECONSTRUCT THE CHANNEL DAM AND AT TIMES IT WAS NECESSARY TO PUMP FROM ONE POOL OF WATER TO ANOTHER IN THE RIVER CHANNEL TO MAINTAIN SERVICE TO THE CITY. IMPROVEMENTS AT THE INTAKE SIGHT HAVE BEEN MADE, BUT IF THERE IS NO WATER TO PUMP FROM, THESE ARE OF LITTLE VALUE IN TIMES OF DROUGHT.

THE POPULATION OF FLORA IN 1973 WAS 5,283 AND OUR AVERAGE DAILY PUMPAGE WAS 599,000 GALLONS OF WATER. DURING THE YEAR 1979, THE AVERAGE DAILY PUMPAGE WAS OVER 708,000 GALLONS OF WATER. ACCORDING TO THE FEASIBILITY STUDY OF 1963, THE ESTIMATED POPULATION OF FLORA BY THE YEAR 2000 WILL BE 8,650 AND THE AVERAGE DAILY PUMPAGE DEMAND WILL BE 1.1 MILLION GALLONS. THE 1979 POPULATION OF FLORA IS FAR FROM THE PROJECTED NUMBER FOR THE YEAR 2000, BUT AS YOU CAN SEE, THE WATER DEMAND IS NEARING THE 1 MILLION

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MARK PROJECTED FOR THAT YEAR.

ALTHOUGH IT HAS BEEN OVER 25 YEARS SINCE OUR LAST SEVERE DROUGHT, EVEN THE LAW OF AVERAGES HAS TO PREVAIL AND ANOTHER SEVERE DROUGHT MAY OCCUR AT ANY TIME. FLORA AND OTHER COMMUNITIES DEPENDING ON THE LITTLE WABASH RIVER AS THEIR ONLY SOURCE OF WATER SUPPLY MIGHT NOT SURVIVE.

WE NEED LOUISVILLE LAKE TO SURVIVE, TO GROW AND TO PROSPER.

RESPECTFULLY,
Laura E. Hall
LAURA E. HALL
CITY CLERK
FLORA, ILLINOIS

3 Brook Lane
Flora, Illinois
March 24, 1980

The Honorable Tom Bevill
Chairman of Subcommittee of Energy & Water Development

I am writing to implore you to consider the funding of Louisville Lake. Southern Illinois is a rather depressed area where many farms and other areas are flooded each year, usually more than one time. This delays the farmer from getting his crops planted until later, and then he must hope and pray that everything goes just right and he can get his crops out before the area is flooded again.

We also have trouble attracting industry to our area because we have no water supply to offer them. Many companies have stopped by to look us over and then go on their way because we could not offer adequate water supply. Along these same lines, the companies don't get interested in our area because we cannot offer any lakes for recreational activities. Because of our lack of industry, many of our people have to drive a long way to their jobs. Louisville Lake, by helping us to attract industry, would help tremendously in the energy crisis we are all facing. We also have to drive a long way for week-end recreation and vacations during the year. A new water supply would enable our people to stay close to home and yet have something to look forward to.

In the past two to three years, during the summer, our water supply has receded to a dangerously low level. Because of the fast growth of our neighbor to the north, Effingham, they are using up the water before it gets downstream to us. At the same time, they are opposing the lake because they want the growth and prosperity to stay up in their area. They have the shopping malls, the interestate highways, the industries, and they do not want us to interfere with their prosperity.

I am a life-long citizen of Clay County. I have three sons, whom I hope will have the opportunity to be able to stay in this area when they are grown. Please hear our voices on this issue. We really do need the water -- for so many reasons. Thank you for your consideration.

Yours truly,
Judith C. Powless
Judith C. Powless

TO: Representative Tom Bevill, Chairman
Sub-Committee on Appropriations
Energy & Water Development

FROM: Commissioner James Miglin
Flora, Illinois

SUBJECT: Expression of Need and Request for Increased Funding
Little Wabash River Improvement
U.S. Army Corp of Engineers
Clay County, Illinois

City of Flora, Illinois 62839

JACK L. THATCHER, Mayor

Phone (618) 662-8313 City Hall Building 122 North Main Street

Jack L. Thatcher, Mayor

Commissioners:
James G. Miglin
Charles Overstreet
John W. Tanner
Lewis L. Wolfe

My name is James Miglin. I reside at 730 Shadwell Avenue, Flora, Illinois and am the elected Commissioner of Public Utilities for the City of Flora. I am in favor of the Louisville Lake & Dam Project as proposed by the U.S. Army Corp of Engineers. The City of Flora is in great need of such a project which will guarantee the raw water supply of our City and its serviced area. Both in 1976 and again in 1978, the City of Flora had less than two weeks raw water supply. The growth of our City, the largest City in Clay County, has been definitely controlled due to the lack of being able to guarantee a raw water supply, not only for our existing citizens, but large industry which would employ our people and require large volumes of water annually. The construction of this project will allow the City to guarantee such a raw water supply an therefore recognize the growth that will surely occur from such capabilities.

The City of Flora has, by resolution, guaranteed financial support to the State of Illinois to pay its proportionate costs for the construction of the water supply improvements included in the construction, operation and maintenance for this project as prepared by the Corp of Engineers, studied and approved by the Division of Water Resources, State of Illinois.

Our present raw water supply in the Little Wabash River can only be guaranteed to 30 million gallons. The City of Flora will average approximately 1 million gallons per day of use through the months of July and August. Taking into account evaporation and percolation of the water behind the existing low water dam, during any kind of drought season, the City presently has less than 28 days of raw water supply that could be guaranteed. The flow studies of this River prepared by the Illinois Division of Water Resources, indicates that the seven day-10 year low flow in our area is 0 CFS. As we have recognized down through the years, a strong possibility exists every year that the City of Flora could run out of raw water.

The construction of the Louisville Lake and Dam Project would also improve the water quality of the raw water. At the present time, our Water Treatment Plant Operators submit monthly treatment reports to Illinois EPA which indicate that the turbidity of this raw water fluctuates from 100 mg/l to 3000 mg/l depending upon the time of year, flooding or dry conditions and volume of water available behind the existing low water dam. Needless to say, the cost of treatment to obtain treated water will be greatly reduced upon project completion and will save the City the increased amount of money required to pay for its share of the raw water storage portion of the improvement.

I strongly urge the Appropriations Committee to approve the necessary funds required for the construction of this project and the funding requested by the U.S. Army Corp of Engineers.

CITY OF FLORA

James Miglin

James Miglin, Commissioner
Public Utilities

TO: Representative Tom Bevill, Chairman
Sub-Committee on Appropriations
Energy & Water Development

FROM: William J. Given, Flora Industrial Commission
Flora, Illinois

SUBJECT: Expression of Need and Request for
Increased Funding
Little Wabash River Improvements
U.S. Army Corp of Engineers
Clay County, Illinois

Jack L. Thatcher
Mayor

City of Flora, Illinois

INDUSTRIAL COMMISSION — CITY HALL

May I introduce myself, I am William J. Given, a member of the Flora Industrial Commission. I also, have served twelve years as Mayor of the City of Flora. Please, let me point out to you the needs of Flora and other communities in this area for an adequate supply of raw water.

It has long been known that if our area is to have an adequate supply of raw water it must be impounded above ground as there is no underground water in this part of Illinois. At times, the Little Wabash River will simply quit running and our supply of water will dry up. There are also times, when the spring floods come, that there is an enormous amount of land that is flooded. The Louisville Lake would prevent both flooding and also would assure our three county area of an adequate supply of water for industry and domestic use.

I implore you to see to it that this project is kept moving along, even though our Congressman, Dan Crane, has not fully endorsed it. Mr. Crane is from Vermilion County which is the farthest county north. I am sure if he had lived with us, during our water shortages in the past, he would have a different outlook on this Lake. We hope his mind will be changed soon and he can wholeheartedly endorse this Lake.

The Flora Industrial Commission has in the past had to turn down several manufacturers who really wanted to move to Flora, because our supply of water was not adequate for their needs. Listed below are the towns that depend on the Little Wabash River for their water supply and who will benefit from the Louisville Lake.

In Clay County:	Louisville	Clay City
	Flora	Xenia
In Effingham County:	Effingham	Teutopolis
	Edgewood	Heartville
	Mason	Watson
In Wayne County:	Fairfield	Boyleston
In White County:	Carmi	

Please see to it that this worthwhile project is funded in the budget to the total amount of the Army Corp capability.

This project has been discussed and engineered for at least 17 or 18 years. It is now about time that we decide to build it.

Sincerely yours,
FLORA INDUSTRIAL COMMISSIONS

W J Given

William J. Given

WABASH VALLEY ASSOCIATION

Wednesday, March 26, 1980

Testimony:

TO: THE CHAIRMAN
Subcommittee on Public Works
U. S. House of Representatives
Washington, D. C. 20515

FROM: Henry J. Wallace
P. O. Box 180-A
Crossville, IL 62827

Mr. Chairman, Members of the Committee:

My name is Henry J. Wallace, Crossville, IL 62827.

During the month of March, 1979, I stood on the pavement at the lower east end of the main business street in Grayville, a city of 2500 situated along the banks of the Wabash river. I saw a portion of a huge lake that was 4 to 20 miles wide and 500 miles long - all a six-day creation of storm rainfall and assisted by people who had been working overtime for 30 years to help rush the water off their land.

This huge lake was the result of too much rainfall and not adequate upstream flood control and inadequate soil conservation programs. The Wabash river basin covering 88 counties of Illinois and Indiana receives an average of 42 inches of rainfall a year. However, during March 1979, there was an accumulation of 6¼ inches vs a normal of 1½ inches of rainfall. The 540 tributary streams and the Wabash itself could not contain such quantities of water. Once the streams are bank full, the water pours over and spreads out. In the lower reaches of the river basin, water can cover thousands of acres of the best cropland in the Valley. That is why I was able to see a huge lake - of muddy, silty water, with logs, trash, debris of all kinds, and growing crops being destroyed. The large logs will be a hindrance to Ohio river and Mississippi river navigation. The silt will have to be removed sometime before it reaches the Gulf of Mexico at a high cost.

During 1979 the Wabash Valley suffered through floods in March, June and August.

I have lived in Crossville 26 years. Almost every year, the story is the same - floods, then droughts. With each passing flood season, there follows a period of drought. It is time the Wabash and its 540 tributary streams be brought under total control by storing the extra water in water banks to be used when there is too little water.

During August, 1979, Texas Eastern Transmission, of Houston, installed a portion of new pipeline parallel to its present pipeline system from Texas to the East coast. It had to cross the Wabash about four miles south of Griffin, Indiana. To do so required removal of silt 44 feet deep. The cross-river ditch was 1700 feet long, 80 feet wide at the surface and 40 feet wide at the bottom. As the huge sand-dredger worked toward the bottom of the river, about 40 feet down, it ran into three large logs, the largest being two feet in diameter. The other two were smaller. I have wondered: "How deep is the Wabash river?" How deep was it before siltation took over? It required 3½ months of continuous work to remove the necessary silt before the pipeline could be placed at the required base of the river. The sand and soil removed were portions of Illinois and Indiana farms that had been eroded away during storm rainfall periods.

I have been telling people throughout the states of Illinois and Indiana over a period of 20 years that we are losing too much of our valuable top soil through water erosion and wind erosion and both. I have mentioned that we have lost an average of one inch of good topsoil every 12 years. Some have told me I must be over-pessimistic. More recently, an Illinois Task Force, appointed by Governor James Thompson in 1977, studied the seriousness of the soil erosion problem within the state. The results are awesome. The Study Commission reported that enough soil is lost from Illinois farms each year to bury the city of Chicago under 230 feet of earth. This does not include the soil lost by industrial, residential, airport, and other types of soil losses due to land arrangement. And it doesn't consider the soil losses resulting from highway, superhighway and other road construction. If these additional soil disruptions and soil losses due to contract work were considered the pile of dirt might be another 200 feet deep.

Mr. Chairman, it is time for a reappraisal of values in America.

If the Congress and the President would only consider the needs of water and land development in the Wabash Valley, and fund the program adequately, there would be a great change in the total environment for all our people of our Valley and for all America. We have enough water falling in our 33,100 square miles of area every year to meet the total water demands of the entire population of this country! If we could only control the water when there is too much through water banks, we would have enough to release to serve all areas of the nation in need of water. One of our fine cities, Fairfield, situated close to the Little Wabash river, one of the six large tributary streams of the Wabash, has been suffering from water shortages every year since the Wabash Valley Association started in 1957...and long before. Had the Congress funded the Louisville Lake, upstream along the Little Wabash, Fairfield and eleven other communities needing water badly could have been supplied today at rates of 15¢ per 1000 gallons. This is WELFARE FOR ALL PEOPLE - not a select few.

We have in the Wabash river basin the finest quality coal for steam generating plants to be found anywhere in the world. This same coal is ideal for the gasification processes. Enormous quantities of water are required for steam plants and for coal gasification. We have plenty of water - if only we control it in water banks.

The Wabash Valley is indeed the future energy source for all America!

The Wabash Valley Association has come before the Congress every year since 1957 requesting funding for important upstream lakes and reservoirs. In 1957, the federal budget was $69 Billion. We were told we would have to wait for our program. The budget had to be balanced. We waited. Finally, by 1965, we had determined our needs and really worked hard to get federal funding. We put together a balanced program of water impoundment. We figured the cost at $2.8 Billion, or about $760 for each of our 3.7 million people. Our area had, since 1934, been paying into the federal treasury as much as $3.40 for every $1.00 that returned. We thought we should have a fair and just return - in the form of water and land resource development. The federal investment would not be for one, two, three or ten years. It would last a hundred years.

We wanted 33 upstream reservoirs, each larger than 3000 acres, 60 lakes 10 to 600 acres each, and a minimum of 6 to 12 small watershed projects for each of our 88 counties. We were told to hold off...the budget had to be balanced. The 1965 FY Budget was $93 Billion, up 1.3 over 1957.

This is 1980. We have waited, patiently. The federal budget has been in balance only in one year since we organized in 1957.

In 1980, we find a federal budget of $600 Billion, and a federal debt of $850 Billion.

The BILLIONS OF DOLLARS SPENT DURING THE PAST QUARTER CENTURY HAVE ADDED LITTLE TO THE PRESERVATION OF AMERICA! Too much money has gone into projects that deplete America. Only water and land resource development projects will build our deteriorating economy.

We can prove year in and year out that flood losses to crops in planting stage and in harvest stage run into the Millions of Dollars.

Floods and droughts have hurt our area. .We continue to lose people. We have fewer people in 32 of our counties in 1980 than we had in 1900. With the greatest crop potential in the nation if only we had the water to use at the right time, our area could, in fact, produce enough food to meet the needs of all America.

Floods and droughts are not new to our area. History records floods as far back as 1803, when our area became a part of the United States through the Louisiana Purchase.

Why continue to neglect so great a resource?

We urge in 1980 the meager funding requested by the U. S. Army Corps of Engineers for Big Blue, Indiana; Louisville Lake, Patoka Reservoir, and funding for snaging and clearing the Patoka river below the Patoka Dam, to the junction of the Wabash river; Lock and Dam 52 and L & D 53 on the Ohio River.

We further request the Congress to carry out its Comprehensive Study of the Wabash river and its tributaries...and give them adequate funds to do the job. We cannot wait any longer.

907 SOUTHERN SECURITIES BUILDING
EVANSVILLE, INDIANA 47708

March 24, 1980

The Chairman
Sub Committee on Public Works
U. S. House of Representatives
Washington, D. C. 20515

RE: SUPPORT FOR CONSTRUCTION OF LOUISVILLE LAKE

The mainstream area subject to overflow, downstream of the authorized Louisville and Helm Reservoir projects comprises about 223,000 acres of land used principally for agricultural production. The floodplain width on both the Little Wabash River and the Skillet Fork River varies from about one-quarter mile in the upper reaches to about ten miles in the lower reaches. Five communities, Golden Gate, Clay City, Carmi, Concord and New Haven on the Little Wabash and Mill Shoals and Springerton on the Skillet Fork have development subject to flood damage. Two railroads, U. S. Highways 45, 60 and 460, and numerous miles of secondary roads and utility facilities serve the area subject to overflow. Several producing oil fields with attendant facilities are located in the floodplain area.

The preceding information is taken from the Wabash Comprehensive Survey which was completed at a cost of more than $10,000,000 some ten years ago. This report was considered to be one of the finest documentations of existing water resources and was to serve as a Blue Print for the future development of the Wabash Basin for 50 years, to the year 2020.

The Louisville Lake project was authorized in 1971.

In March, 1979, the Louisville District Corps of Engineers reported that the Design Phase of this project was to be completed by the fall of 1980 and land acquisition would begin in the spring of 1981 with construction started by the summer of 1981. We are anxious that this time table be met and that the project proceed to completion at an early date.

The cities of Fairfield, Louisville, Flora and Effingham as well as numerous smaller communities desperately need the water this fine lake would provide and the cities downstream of this facility would reap numerous benefits from the reduction of flooding from the Little Wabash and Skillet Fork Rivers.

We represent the owners of several thousand acres downstream from the Louisville Lake, in Wabash, White and Hamilton Counties, Illinois.

We urge the complete funding of the Corps of Engineers Fiscal 1981 capabilities for the Louisville Lake as well as the Big Blue Lake, Indiana Locks and Dam 52, Illinois and Kentucky, Locks and Dam 53, Patoka River, Indiana, snagging and clearing from the lake to the mouth.

Thank you for your consideration of these matters.

Thomas D. Ancona

John L. Barnett

Mr. RIDGEWAY. Thank you, Mayor.

I would like to call Mrs. Rose Gill to offer testimony.

Mrs. Gill is a member of the Clay County Board in Clay County.

Mrs. Gill?

Mr. MYERS. The Committee recognizes Mrs. Gill.

STATEMENT OF ROSE GILL

Mrs. GILL. Thank you for having us today.

Last week my ten year old daughter came home from school and told me she had to learn where bananas are imported from into America. She didn't understand why she needed to know. Her teacher wisely told her that no one cared where oil was produced until we had a shortage. Now we all know the Middle East countries are the leading oil producers.

The point I am making here is that we often tend to wait until a problem engulfs us before taking action. Today I am here on behalf of the citizens of Clay County in South Central Illinois requesting funds so our water needs don't reach critical proportions.

Without the Louisville Lake Project, water shortage and polluted waters are becoming a reality in our area.

For more than 18 years the study has been underway to initiate this program. Since that time water supply, which comes from the Little Wabash River, is growing worse. One drought would create a shortage that would hamper the water needs of our industries as well as the needs of our private citizens. By the year 2000 the river will not be able to meet the demands of the populace.

Potable water is now an added problem. Though our small villages have filter plants to kill bacteria in the water, nothing can eliminate chemical pollution from seeping into the river. The lake would ease this contamination problem, as you well know.

Our citizens in the southern portion of this area have lost crops year after year because of flooding. This too would be stabilized with the reservoir.

We have completed the necessary studies, the Corps has followed up every possible avenue to meet our needs, the hearings have come and gone as have many office holders and now is the time for land acquisition so construction can begin.

Therefore, our request today is to allot the funds needed for getting the project underway. The motives, if investigated, are not selfish. We believe Clay County has a future with this lake. But, without the lake a portion of our State will stagnate. As a youth in Northern Illinois, I saw growth all around me until today the area from my home place in Joliet to the City of Chicago is a mass of highways, industries and homes.

Yet for 12 years I have lived in South Central Illinois where we have struggled to increase employment, to attract industry, to get a four-lane highway and to implement the Louisville Lake Reservoir. Somehow the funds have eluded us.

We haven't given up, so we come today submitting this request for funds once again.

By the way, the leading banana exporting country is Brazil.

Thank you for your attention.

Mr. MYERS. I was going to ask that question.

Thank you, Mrs. Gill, for a fine statement.

Are we changing leadership now, Jack?

Mr. SCHENK. We apologize.

I have a list of people testifying. We are sort of late because we got hung up in another office.

Mr. MYERS. This committee isn't like the other body, we proceed on time here. But we may have to vote shortly.

Mr. SCHENK. We met your Chairman going downstairs as we were coming in.

Mr. MYERS. You may proceed.

Mr. SCHENK. We will proceed now with Louisville Lake since we are on that at this time and the next testimony will be given by the son of the Mayor of Flora, Jay Thatcher.

Jay is thirteen years old.

Master Jay Thatcher.

STATEMENT OF JAY THATCHER

Mr. JAY THATCHER. Studies show that we need Louisville Lake for water supply. I understand many people have worked hard to build Louisville Lake. The lake is not built yet and we need your help.

Clay County is my home and I hope to stay there. If we need water today, what will we do for water when I am grown up and have children? There will be no water shortage then if Louisville Lake is built now. We need your help to pay for the lake from the tax money we have sent you. It seems fair to use our tax money so we can have the water we need now and in the future.

Mr. MYERS. Thank you, Jay. We don't have many 13-year old people as witnesses. We appreciate your concern and your fine testimony. After all, this is your country. Even though you are not a voter today, you are going to be paying for the mistakes that our generation may or may not make.

We thank you for coming here. You tell your teacher that you learned a better lesson today than if you were back in school.

Mr. SCHENK. The next testimony will be given by the County Superintendent of Highways of Flora.

STATEMENT OF ROGER EDMISON

Mr. EDMISON. Thank you. I have been Superintendent of Highways for a little over 11 years. I have submitted written testimony.

[The statement follows:]

TO: Representative Tom Bevill, Chairman
Sub-Committee on Appropriations
Energy & Water Development

FROM: Roger A. Edmison, P.E.
Clay County Superintendent of Highways
Flora, Illinois

SUBJECT: Expression of Need and Request for
Increased Funding
Little Wabash River Improvement
U.S. Army Corp of Engineers
Clay County, Illinois

ROGER A. EDMISON, P. E.
County Supt. Of Highways

ROBERT P. McNEELY
Ass't. County Supt. of Highways

COUNTY SUPERINTENDENT OF HIGHWAYS

CLAY COUNTY

P. O. DRAWER D
LOUISVILLE, ILLINOIS 62858

CLAY COUNTY COURT HOUSE
TELEPHONE (618) 665-3346

Date: March 21, 1980

My name is Roger Edmison. I reside in Flora, Clay County, Illinois. I am a Registered Professional Engineer in the State of Illinois and have been Clay County Superintendent of Highways for the past eleven years. I am testifying as the County Superintendent of Highways and as a member of the Flora Industrial Commission. I strongly support the construction and operation of the Louisville Lake, and feel it is mandatory if the City and the County are to realize any type of successful employment and financial stability.

This improvement is needed to assure a guaranteed raw water supply for the residents of Clay County and a portion of Wayne County in Fairfield. In 1976 and 1978, the muncipalities of Louisville, Clay City and Flora recognized less than two weeks supply of raw water in the Little Wabash River for their inhabitants. Underground wells are not sufficient in quantity and quality to provide the water necessary for consumption.

The problem with the flows of the Little Wabash River is an over abundance in the spring and fall and too little in the summer and winter. Thousands of acres in Clay County are enundated and eroded due to spring and fall floods. This acreage cannot be annually farmed without the installation of the dam, which will control flooding and put this acreage back into annual production.

Recreation that is proposed to be established in conjunction with the lake will improve the economic structure of the County and the various municipalities surrounding the area of improvement. Clay County is a federal declared "distressed" county with average annual unemployment rates of 10%. This economic benefit must be considered as the single largest financial benefit in the history of Clay County and its surrounding area. The tourist dollar, the construction of retirement homes, the recreational, industrial and commercial establishments, and the legitimate business and industrial development that will be recognized due to the lake because of a guaranteed raw water supply with recreational benefits will all go toward providing the necessary economic base that will put the residents of Clay County to work.

In July of 1977, Governor Thompson wrote a letter committing the State of Illinois to the project and to its share of the financial cost, which reconfirmed Governor Walker's committment of these responsibilities in 1976. I urgently request this Appropriations Committee to approve the necessary funds toward construction and final realization of this project.

CLAY COUNTY SUPERINTENDENT OF HIGHWAYS

Roger A. Edmison

Roger A. Edmison, P.E.

Mr. EDMISON. But I think there are a few things that I need to point out. Number one, Governor Thompson of the State of Illinois has signed a commitment with the Corps of Engineers obligating the State to anticipate in those items that are required.

Also, the municipalities of Louisville, Clay City and Flora, have signed a resolution of intent to pay their proportionate share of the cost of raw water construction costs in Louisville project. These are on file with the State of Illinois.

I know of no problems with the 221 requirements. If there are problems that exist, I don't know of them, we have discussed the requirements with John Flough of the Division of Water Resources, we have discussed some of the problems with the project with Congressman Crane and although he doesn't necessarily support our project he has not indicated that there are any 221 problems.

So if there are any, I don't know of any problems that exist with us going ahead with the plan and design. We are interested in trying to increase the amount of appropriations that the Corps has requested by approximately half a million dollars.

We would like to request an additional half million dollars, however, above and beyond what the Corps is requesting. The reason for this is to try to expedite the plan and design so we can get into the land acquisition and actual construction as soon as possible.

The part of the problem with this project is that it has been worked on for over 18 years, some estimate 22 years, and it is getting eaten up by increases in costs and inflation just like a lot of other things.

Therefore, we respectfully request an increase of half a million dollars for plan and design to expedite the project. Thank you very much.

Mr. SCHENK. Thank you.

STATEMENT OF BILL RIDGEWAY

The next testimony, the final one on the Louisville Lake, will be by Mr. Bill Ridgeway, President of the Flora Chamber of Commerce.

[The statement follows:]

TESTIMONY OF

MAJOR W. T. RIDGEWAY USMC (RET.)

FLORA, ILLINOIS 62839

FOR

THE HONORABLE TOM BEVILL

CHAIRMAN OF

SUB-COMMITTEE OF ENERGY &

WATER DEVELOPMENT

ROOM 2305

RAYBURN BUILDING

WASHINGTON, D. C.

FLORA Chamber of Commerce

Telephone 662-5646 • 125 West North Avenue • Flora, Illinois 62839

TESTIMONIAL

of Major W. T. Ridgeway USMC (Ret.)
President, Flora Chamber of Commerce
228 East 6th Street
Flora, Illinois 62839

Gentlemen, I am deeply appreciative of this opportunity to present testimony before your committee. In view of the grim economic forecasts of the financial experts, I feel somewhat like the H & R BLOCK customer who said, "I should have come here last year." Unlike the BLOCK customer, I did come here last year. The budget situation did not appear to be as bleak then as it is today, however, that does not minimize the continuing need we have for flood control, water supply and recreation in our area.

During the past year our Chamber has grown by twenty new members, bringing our total to 131 which represents nearly 2000 employees. The Chamber continues to support this multi-purpose lake as the best solution to our water related needs.

A friend of mine asked me a few weeks ago if I thought the Chamber was just chasing a dream on this Louisville Lake project. "No" I replied, "Too many intelligent people have been working too many years for this project to be just a dream. We presented a number of water related problems to our government and requested help in finding a solution. The government has studied those problems through the agency of the Army Corps of Engineers who has come up with a multi-purpose reservoir as the best alternative to our problem. Believing that the Corps and the government have acted in our best interest we have been going to Washington to testify in behalf of the project for a long time, and we will continue to go as long as we think it is worthwhile for us to do so." Gentlemen, that is why we are here again today.

Some have said that we need to bite the bullet on this project. We have been biting the bullet so long that it is surprising that we don't have lead poisoning. That is not to say that we in the Midwest are not willing to make sacrifices or do our part in hard times. We have always been willing to shoulder responsibility. We ask only that we be given fair consideration on our request to pursue this project to a successful conclusion. If it has to take a back seat to a project with higher priority, then so be it.

We ask that you keep in mind that we believe this project offers the best hope for economic growth and progress in our community. The Flora Chamber remains one hundred percent behind this effort of promise.

W. T. Ridgeway

Mr. RIDGEWAY. Thank you.

Mr. Chairman, I am deeply appreciative of this opportunity to present testimony again before this committee. I feel somewhat like the H&R Block customer who said, "I should have come last year," in view of the financial crisis that is facing our country today.

However, that crisis, I might add, unlike that H&R Block customer, I did come here last year. That crisis, however, does not minimize in any way our continuing need for a water supply, for flood control, or for recreation in our area.

I believe that it was significant that a 13-year-old would testify before this committee today. When the first public hearing was held on this project, it was five years before this young man's birth. The decisions that are going to be made relative to water supply in our area are going to affect not only this young man but his children and his grandchildren.

I believe that it is—that it behooves us to act positively to do something about this problem of water, of flood control and of recreation.

Jay Thatcher indicated that he hoped to rear his family in that area. I reported a year ago that I had an 18-year-old who was seeking a job, but there were no jobs to be had. He subsequently found work in the oil fields of Oklahoma, as a roughneck. But he didn't find any at home.

I have another one going to graduate this spring. He, too, would like to stay in this area but regrettably there just are no job opportunities there. We believe this project offers the best hope for some economic growth and progress in our community and the Flora Chamber of Commerce, which now has 131 members, 20 more than last year, we are now representing some 2,000 employees, we still believe that this presents to us the best hope for the future.

Thank you very much for this opportunity.

Mr. BEVILL. Thank you, Mr. Schenk.

Mr. SCHENK. I apologize for being late, Mr. Chairman. We will go ahead now.

Mr. BEVILL. I ran late too.

Mr. SCHENK. At this time we will call on the President of the Wabash Valley Association, Mr. Dennis Heeke, also State Representative from the State of Indiana State Assembly.

STATEMENT OF DENNIS HEEKE

Mr. HEEKE. Thank you, Mr. Chairman.

Mr. BEVILL. Glad to have you with us.

Mr HEEKE. Thank you.

Mr. Chairman and members of the committee:

It is certainly a pleasure to be here again serving as the President of the Association for the past two years and being here prior, following my father's footsteps through several of these committees, it is an honor to be able to come back to you.

We have also stated that Wabash Valley consists of about two-thirds of the State of Indiana, a third of the State of Illinois, a small part of Ohio. Presently I have just completed my eighth term in the State House of Representatives in Indiana.

60-588 O - 80 - 10 (pt. 10)

Mr. BEVILL. It takes a mighty good man to survive that long.

Mr. HEEKE. Now, the goal and the dreams of the Association have always been that total development of the Wabash Valley proceed in an orderly fashion. I think this is what we have been trying and that is just probably keep the raindrops where they fall. A lot of times we don't realize where this raindrop falls, whether on a paved street or parking lot and what it means on down the river with the silting and other problems it causes.

As we begin 1980, I think it is appropriate we look back and review what we have done and if we have done things right we should compliment each other for that, but I think we should also look at the things we have failed to do.

We know we have built a lot of farm ponds, lakes, waterways, levies, we have untillable land seeded to pasture, the coal companies are doing a good job of reclamation.

That does bring to mind that the Wabash Basin does contain the world's largest deposit of coal, both high and low sulfur content. As we continue we know we have to develop the best methods to use these resources for all of the American people.

The problem is not only today but we have to look a hundred years ahead. When we look 100 years ahead it sort of makes you think of just taking a look at what happened 10 years ago. Then no one dreamed of the energy crisis that we have today with gasoline, prices that we have.

So it sort of seems that we have to wake up and realize that it shouldn't take a crisis in America before we attempt to do something about it. I think that is the important thing. That is what the Association is doing here today.

In talking about this energy crisis it is important to consider something we mentioned in different sessions, that is, let's not wait for a crisis to develop in the availability of water. Some day that glass of water will be just as important as a gallon of gasoline is today.

So why don't we put it all together and work together for America's future, water, coal, food, labor, grain for alcohol, and that is where we are at.

Mr. Chairman, members of the committee: I would also like to sort of back up what the people from the Louisville area have mentioned; that is that the underground water supply has not been available. I think it only fair to tell you and congratulate you for providing the money for the Patoka River Reservoir, because with that we built in a water supply and have transmission lines going into five different counties, serving the people and the reservoir isn't even open yet. This is the way things can be done if we appropriate the dollars correctly.

We also mentioned when we started this project that it would be a complete project, not only the reservoir but also the removal of debris from the river so there would be a smooth, clean flow from the discharge.

I am sure Congressman Deckard testified about this. He is in total support of this, that being his congressional district. We are asking from this particular committee that $2 million be set aside for the beginning of the debris removal. I am sure that the people down in that area would appreciate this.

We are also aware back home, not only being a State legislator, but you gentlemen as Congressmen, that the mood of the country is to balance the budget and we wholeheartedly agree with that. We are only asking for the things that absolutely have to be done and nothing excessive.

I thank you for allowing me to be here today.

[The statement follows:]

Congressman Tom Bevill
House of Representatives
Committee on Appropriations
Washington D.C. 20515

REQUEST FOR WABASH BASIN

Debris Removal and Snagging on Patoka Lake	
For Lower Patoka District	$1,500,000
Remainder of River from Hiway 57 to Patoka Lake	$ 500,000
Complete Patoka Project	$2,000,000
Louisville Lake, Illinois	$ 500,000
Brookville Lake, Indiana	$ 361,000
Cagles Mill Lake, Indiana	$ 285,000
Cecil M. Harden Lake, Indiana	$ 327,000
Huntington Lake, Indiana	$ 364,000
Mississinewa Lake, Indiana	$ 342,000
Monroe Lake, Indiana	$ 319,000
Patoka Lake, Indiana	$ 267,000
Salamonie Lake, Indiana	$ 324,000

Congressman Tom Bevill
House of Representatives
Committee on Appropriations
Washington, D.C. 20515

Mr. Chairman and Member of
Sub Committee on Energy &
Water Development:

First let me introduce myself, I'm Dennis Heeke, Presently serving as President of the Wabash Valley assn. which is an organization of people from all walks of life who are willing and give their time as concerned citizens for the total development of the Wabash Valley Basin.

The Wabash Valley consists of about 1/3 of the State of Illinios, 2/3 of the State of Indiana, plus a small part of the State of Ohio.

Presently I've just completed my eigth term in the Indiana House of Representatives and while at home I am a farmer concerned for the future of the Wabash Valley.

The association and its members, for years, have been concerned with the total development of the Wabash Valley whether it be the keeping of our valuable top soil in place, trying to keep each raindrop as it falls on the land it drops on. Many, many people don't realize, what the word progress has meant to Water Conservations, they don't realize the development of roads, streets, parking lots etc. has caused not only water run off but loss of valuable soil on donw the rivers, which in turn causes silting and other related problems.

As we begin the decade of the 80's, we need to look back and compliment each other on what we've done and also look at what we have faile to do.

Past history indicated we have done some work, such as levees, farm ponds, lakes, diversion water ways, and untillable land seeded to permenant pasture, we've seen the coal industry in the Wabash Valley come forth with new ideas, as to how to reclaim land after getting the coal out of Americans to use.

The Wabash Basin contains one of the largest deposits of coal in the world. Both high and low sulphur content. Are we going to continue to develop the best methods to use our resources and put land back into use for future generations.

The problem is that we only look today, not thinking of not only the next generation, but we need to be thinking hundred's of years ahead. We must do this, we don't have all the answers, but

we need to do our best. You know ten short years ago on one was concerned about gasoline or energy supplies, seems that we in America have to have a crisis before we wake up and realize what we have done Why?

Let's quickly take a look at the Wabash Valley Basin, what do we have? Good farmland, a good place to live, people who believe in doing what is best for our basin and decent climate. We have oil, gas and coal, and water that all need to be used to benefit Aemricans and the American people the best we know how, as we begin the Decade of the eighty's let's continue to improve our valley and many natural resources, normally when the association comes to Washington, it has many requests, but this time we feel the mood of the country is most important, and that is let's balance the Federal Budget, therefore we're only asking for things that absolutley need to be done, in reading the newspapers we find congressman are wanting to deauthorize certain projects, let's leave some for,our future congressman may have differnet ideas as the times change.

Specially, I'm asking that the big Blue and Big Walnut projects in Indiana, not be deauthorized but put on hold. Someday not too long in the future, Central Indiana will need more stored water, as I would call it for its many people, nearly 2/5 of the population in Indiana, in the Heartland of Indiana, someday may wonder where they can get a good glass of water, I feel this committee should be informed of things we in the Wabash Valley will need someday. It took an energy crisis to make America realize, what cheap electricty gasoline and fuel meant. Let's not wait until we have a water shortage in the Wabash Valley Basin, before we begin to do something about it. It's taken high interest rates to make belivers our of the American people, what a dollar is really for.

Why not put it all together and work together for American's future water, coal, food, labor, grain for alcohol, where are they at?

Today, Mr. Chairman and members of the Committee, I would briefly like to tell you of some of the concerns of Wabash Valley association, first we will later have testimony from people from the state of Illinios, concerning the Louisville Resevior project. The association has spent many years and trips to your committee concerning this project, the association whole heartedly supports this project and urges you also to do so.

Last year in appearing before this committee, I mentioned the need for some Debris removal from the Patoka River, from the new Patoka Resevior of which we can all be proud of to the mouth of the

river where it empties into the Wabash River. At the November meeting of the Board of Directors of the Wabash Valley Association, there was a resolution presented and passed; requesting one million dollars for the U.S. Corp. of Army enigneers, to remove the debris from the lower Patoka River.

Little did we at the time realize how much debris needs to be removed. In later meetings, we've found different estimates, ranging from one and half million for only part of it. Later there will be someone speaking about this particular issue.

I request a total of two million for the beginning of the debris removal from the Patoka River, which is creating a lot of flooding for the farmers in that particular area. I would hope if this could be appropriated to the Corp of Army Engineers, they could divide this up in two or three contracts for this removal.

Enclosed is a prepared list of our request.

Yours truly,

Dennis Heeke

Dennis Heeke
Pres. Wabash Valley Assn.

Mr. BEVILL. All right, sir.

STATEMENT OF SAM MILLER

Mr. SCHENK. The next testimony is to be given by Mr. Sam Miller, Executive Vice President of the Wabash Valley Association, part-time employee. He is retired as Director of the Rural Education in Fairfield, Illinois, Mr. Sam Miller.

Mr. MILLER. Mr. Chairman, the Wabash River Basin has been under study for some 20 years. We as an Association have been very patient working along with the Corps of Engineers in developing it at a snail's pace. We see monies, our tax monies going into various projects throughout the country.

What has been done with the lakes in the upper reaches has helped tremendously. Without these the heavy rains in 1979 would have made at least three or four more feet of water in the lower bottomlands.

We realize the need to conserve and this is what we want to do. The cost of the past work has cost around $206 million. The losses downstream in 1979 exceeded $220 million. If we would have had more lakes this loss could have been cut to less than half. Had we not had any of the lakes the loss would have been more than double.

If we can be successful in getting more assistance, much of this crop loss can be saved in the future and help out in our economic situation. Our valley is rich in coal, which is much needed. We need cheaper water transportation to deliver this necessary product to where it is needed. Gas, I expect, takes much water and we need to have it for you to help conserve energy.

Assistance would be one of the best investments the United States Congress could ever do for the 3½ million people living in the counties in Illinois and Indiana and in the great Wabash River Basin.

Thank you.

[The statement follows:]

WABASH VALLEY ASSOCIATION

Testimony:

TO: THE CHAIRMAN
Subcommittee on Public Works
U. S. House of Representatives
Washington, D.C. 20515

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE:

My name is Sam J. Miller, Fairfield, Illinois.

I am presently employed as Executive Vice President of the WABASH VALLEY ASSOCIATION, the largest volunteer soil and water improvement association in the states of Illinois and Indiana.

Our concern, as an Association, is to comprehensively develop the total land and water resources of our 33,100 square mile watershed. This vast area covers 88 counties and has a population of 3.5 million.

I was born and reared in the Wabash Valley, in Wayne county, in the Skillet Fork and Little Wabash river basin areas. The Wabash has six large tributary RIVERS. It is a large river, but, until the cultists, activists, ecologists and environmentalists took charge basing their claim only to the fact they must erode this nation's self-reliant resources. How many sacrifices are they making? How much do they pay?

It is time for a change. It is time to take a long, hard look at this giant potential - THE WABASH RIVER BASIN. We are very concerned. We have seen 32 of the 88 counties, mostly in the lower stream basin, continue to lose people every ten years since 1900. Yet we are a river basin with giant potential.

In 1961, the U. S. Army Corps of Engineers set forth, with the blessing of the Congress, on a COMPREHENSIVE STUDY AND SURVEY OF ALL THE RESOURCES OF THE WABASH RIVER BASIN. The study was to require six years and a small expenditure so far as study cost relates. It took ten full years and more than $10,000,000 for the study to be completed and filed before the Congress. We were told that once the study was completed we would have the finest " BLUEPRINT FOR TOTAL COMPREHENSIVE DEVELOPMENT" ever attempted for a major river basin area and that we could expect the Congress and the President to set up the funding for development.

We have come before this great body of the Congress every year since 1957 asking only for small funding of specific projects. You have been very cooperative and have helped us - every year.

Because of your courage and desire to help us build our depleting area, we now have seven upstream reservoirs that are capable of holding back more than four feet of upstream floodwaters in time of need. For example, the total cost of all lakes and reservoirs built in the entire Wabash Valley since

1957 have been the best investment the U. S. Government ever made in our area and at a minimum investment of less than $206 Million. It is worth $1.3 Billion today.

During the spring floods and the July-August floods of 1979, 35 of our counties were affected. Thousands of acres just planted were destroyed and thousands of acres of almost ready-to-harvest crops were destroyed. The estimates of damage in crop losses alone exceeded $216 Million, or $10 Million more more than the total cost of the projects. WATER IMPOUNDMENTS are an investment in America - not "Porkbarrel" as is often alleged by the "Bleeding Hearts" who want 1000 times as much for welfare.

Sir, there is and always will be more welfare per acre of land and per acre foot of water than ever will be developed through paying out tax dollars to people for doing nothing. Derserving people in need of government help should never be denied. Neither should deserving people in need of welfare in the form of flood control, crop levees, levees, soil and water conservation, and other important lake and reservoir projects within our Wabash river basin.

Specifically, we are here today to ask help for the following projects:

Big Blue Lake, Indiana, Locks and Dam 52, Illinois and Kentucky, Locks and Dam 53, Illinois and Kentucky, Louisville Lake, Illinois, Patoka River, Indiana, snaging and clearing from the lake to the mouth.

We also believe it is time to put the U. S. Army Corps of Engineers to work at the total comprehensive development of our land and water resources to serve people for the next 100 years. This will be the best investment the U. S. Congress ever did for the 3.5 million people living in 88 counties of Indiana and Illinois and the Great Wabash River Basin.

THANK YOU.

Mr. BEVILL. Thank you for a very fine statement.

Mr. SCHENK. Mr. Chairman, our next witness, Mr. Mike McConnell, who is Chairman of the Patoka River Cultivation District.

Mike is a young farmer in Gibson County, Indiana. It is his first trip to Washington on this kind of a deal. He appreciates very much the fact of being able to speak to you at this time.

Mr. BEVILL. Mr. McConnell, we are pleased to have you with us. If you don't mind, would you make yours brief because time is short. Of course, your prepared statement will be in the record at this point.

[The statement follows:]

IN THE UNITED STATES HOUSE OF REPRESENTATIVES

APPROPRIATIONS COMMITTEE
PROCEEDINGS

MARCH 26, 1980

TO: SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT

HONORABLE TOM BEVILL, CHAIRMAN.

This memorandum is prepared in behalf of and submitted by Wabash Valley Association for use in assessing the need for federal assistance in clearing and snagging Patoka River in Dubois, Pike and Gibson Counties, Indiana, from its mouth at Wabash River to Patoka Lake in Dubois County, a straight distance of approximately 56.28 miles, and a river distance of approximately 118 miles.

This river is the flattest, slowest flowing stream of its size or larger in the State of Indiana. Total watershed is approximately 163,200 acres and total flood plain approximately 40,800 acres. The flood plain consists primarily of corn and bean farmland with some woodland and a sizeable area devoted to Pike County State Forrest. The river was last cleared and snagged about 1918. At that time an overflow channel approximately 17.14 miles in length was dredged in western Pike and eastern Gibson Counties. This channel is known as "Houchins Drain" and has since become the main river channel in that area. Both the old channel and the Houchins Drain will, however, flow, and both need to be cleared and snagged. Patoka Lake Reservoir in eastern Dubois County was first filled to capacity in early 1979. Patoka River is the only discharge for this lake. Experience to date has shown that the river is not capable of handling the lake's discharge with sufficient efficiency to maintain proper lake levels, and at the same time avoid unseasonable flooding of farmland. The two main contributing factors appear to be:

(1) The flow capacity of the river is much less today than it was believed to be when engineering work was commenced on the lake some 25 years ago.

(2) The time interval for flow from the lake dam to the Wabash

River is more than 20 days, making it impossible to coordinate discharge rates at the dam with surface water run-off in the lower river valley. The result has been a river constantly bank full, or near bank full, from lake discharge which frequently overflows and causes local flooding with only normal rainfall. Ditches and tributaries likewise stand full and field drain tile systems, costing many hundreds of thousands of dollars are becoming unworkable and filled with silt.

The silting and clogging problem on the lower river (Gibson County and the extreme western portion of Pike County) became acute before construction of Patoka dam. In 1972, the lower Patoka River Conservancy District was formed in this area for the purpose of improving and maintaining the flow in that portion of the river. Since that time, an Army Corps of Engineers' study has been underway, looking toward channelization and a system of levees. This remains a long-range goal. The lake discharge on the other hand has created an emergency situation calling for immediate clearing and snagging to minimize its impact.

The Conservancy District currently has an engineering firm under contract for local effort. It has developed a District Plan for removal of log jams and clearing and cleaning hazardous trees from the banks as well as continuing maintenance. A cost estimate covering the lower 36 miles of the main channel, and seven miles of old channel from Moore's Bridge to Wheeling has been prepared. The work would include removing approximately 62 major log jams, 182 minor log jams, silt bars behind log jams and at tributaries, leaning trees, river trees, and clearing a 20-foot travelway on both banks. The work is estimated at $1,093,300.00. Additional costs will include right-of-way acquisition, crop damages, legal fees, engineering fees, and contingencies, making a total of $1,550,000.00.

The Patoka Lake project when originally proposed was expected to be a complete project from the lake to the mouth of the river. Somewhere in the early planning stages, or funding stages, the river below the lake was dropped from the project. Simply put, the immediate need is to re-open the existing channels of the lower river so that it will carry within its banks normal watershed rainfall as well as the discharge from Patoka Lake. The existing clogged, silted condition of the river bed has occurred gradually for the past 25 to 30 years, but the discharge from Patoka Lake has accelerated the problem to emergency proportions. The river channel can accept only about one-third to one-half of the original calculated discharge from the lake, thus requiring much longer periods of discharge and causing the lower river channel to be unable to accept normal area rainfall during planting and growing seasons. This condition has kept and promises to keep

production impossible in some cases, and substantially more expensive in others, and will continually threaten approximately 40,800 acres of high quality farmland with crop losses due to abnormal flooding following normal rain. The objective is to substantially increase the volume of water the river will carry within its banks on an annual and seasonal basis by removing log jams and debris as indicated above. Benefits to be expected include the following:

(1) Normal crop season rainfall will no longer result in destruction of vast acreages of growing crops;

(2) Field tile systems will drain and function substantially as intended;

(3) Inundation of public roads and oil production facilities will be substantially reduced;

(4) Control of discharge from Patoka Lake will be easier and safer;

(5) River water will be cleaner and channel will be passable for small boating and fishing;

(6) Bank trails will exist for hiking and camping;

(7) Regular flushing of the unclogged channel with lake water will improve wildlife habitat and restore fishing which is now nonexistant;

(8) Town of Patoka will be relieved of substantial street and residential flooding.

The Lower Patoka River Conservancy District does not have a sufficient tax base (less than $10,000,000.00) to assume the major fiscal responsibility for a project of this magnitude in light of current financing costs. Nevertheless, it does expect to develop and acquire the necessary rights-of-way to commence this work in the area

of its jurisdiction and with significant assistance from the U.S. Army Corps of Engineers the emergency need could be satisfied in 1981.

Respectfully submitted this 26th day of March 1980.

THE WABASH VALLEY ASSOCIATION and
THE LOWER PATOKA RIVER CONSERVANCY
DISTRICT,

By Mike McConnell

Mike McConnell, Chairman,
Lower Patoka River Conservancy
District, Rural Route 1, Francisco,
Indiana 47649 - AC 812/385-3384.

Mr. McConnell. That will be fine. I am a farmer on the lower end of the Patoka River affected by the release from the Patoka Reservoir. That is a fine reservoir, very much needed. But when the project was started, the Corps included the river and the reservoir as one package, but along the way of the river, the debris removal has dropped.

Now, they have a fine reservoir, nowhere to release the water out without flooding our farmland down below because the river is full of debris, log jams, and all kinds of silt. We just feel that the Corps hasn't completed that reservoir project until they have an outlet for their water and they don't have one without destroying our crops down below.

We would appreciate any help we can get on it.

There was a note in the local newspaper, 100 years ago there was a steamboat made a regular run up the river to Pikesville. I was talking to our engineer the other day, they were doing some survey work on it, they went seven miles on the river and they had to take it out 24 times to get out of the log jams.

Mr. Myers. It makes a canoe stream?

Mr. McConnell. It is not even good for that.

Mr. Myers. Don't tell that to the environmentalists.

Mr. McConnell. We feel the Corps has a responsibility to help us out on this because they don't have an outlet on the reservoir.

Thank you.

Mr. Bevill. Thank you.

Mr. Schenk. Mr. Chairman, that covers our presentation at this time.

Mr. Bevill. Thank you for your very fine presentation. We appreciate you good people. We know you appreciate the good work of your Congressman, Congressman Myers.

You know when we finish these hearings after about 2,000 people appear before the committee, we write the bill. Congressman Myers is right here helping us write the bill.

Mr. Schenk. We appreciate your help, too.

Mr. Bevill. We all appreciate the good work he does on this committee.

Mr. Schenk. Thank you very much.

For the Wabash Valley Association, we look forward to seeing you.

Mr. Myers. Thank you for those kind words. Most of these people, with one or two exceptions, I have known for many years, including George Gettinger. To those of you who came late, we apologize because we have a great many witnesses, many yet to come here today. We apologize for leaving to vote, but at least we came back and conducted our meetings.

I apologize for our colleagues on the other side of the Capitol who didn't even have the courtesy to come to the meeting this morning. The members of the other body went to the White House. There just isn't that great a show down at the White House.

Mr. Bevill. That is why the House is known as the lower house.

Mr. Schenk. That is why we were late. We were trying to talk to one of the Senators.

Mr. MYERS. I wish you had never said that.

Mr. SCHENK. You wanted the truth.

Mr. MYERS. You didn't enhance your chances a doggone bit here.

We do apologize for our absence temporarily this afternoon and we do thank you very much for coming. Everybody knows this is a smaller contingent than in years past. I remember the first year I was on the committee—Tom and I came on at the same time—this room was filled with people.

Mr. SCHENK. Three hundred.

Mr. MYERS. It hasn't diminshed the problem one bit. The people, it seems, have been whipped. This is bad. The nucleus, hard core people are still here. However, we thank you for coming and bringing the fine young witnesses. We do thank you. Keep up the good work.

Mr. SCHENK. Thank you.

Mr. GETTINGER. Mr. Chairman, I am the only voter that he has in the whole crowd.

Mr. BEVILL. You mean I made all those kind remarks——

Mr. GETTINGER. But they are all going to come up and move into the District and support John Myers.

WATER RESOURCES PROGRAM

WITNESS

J. W. O'MEARA, EXECUTIVE VICE PRESIDENT, NATIONAL WATER RESOURCES ASSOCIATION

Mr. BEVILL. Next we have Mr. O'Meara of the National Water Resources Association.

Mr. O'MEARA. I will try to help you get back on schedule.

Mr. BEVILL. You just made ten points right there.

STATEMENT OF J. W. O'MEARA

Mr. O'MEARA. I think what I have to say today is not really germane because we are waiting for some decisions downtown. There is considerable speculation among today's employees that the current inflation rate is driving our nation toward a recession.

Mr. Chairman and members of the committee, we who work and promote water resources development in this country think we are already in a deep depression. We say this because the Executive Branch of the Government has proclaimed for years the policy of no new starts.

Thank God for the Legislative Branch of the Government, without the bold decisions that have been reached by the Congress, there would be very little water resources development underway in this country.

We are anxiously awaiting the decision of the Administration relative to budget cutbacks it plans to announce soon as part of its efforts to cool our raging inflation.

We do not know what the White House recommendations will be relative to water projects appropriations, but looking at its track record over the past three years, it should be obvious that we are deeply concerned. Terrified might be a better word.

60-588 O - 80 - 11 (pt. 10)

We don't want to be in the position of asking for cuts in other programs except water projects. The national Water Resources Association does not consider the money appropriated by the committee for water projects to be a government expense. We understand those announcements were to come shortly after elections in New York and since the results are in from there now, we may hear shortly.

Mr. BEVILL. Mr. Myers and I just received this news release a few minutes ago:

The Director of Civil Works for the Corps of Engineers today ordered a temporary suspension of all contract advertising, bid opening and awards in its nationwide Civil Works Programs. Major General E. R. Heiberg said that this action was taken in the face of anticipated shortfall of funds for the current fiscal year and potential reductions in the FY 81 budget. Many contracts awarded in FY 80 will require FY 81 funds.

The FY 80 shortfall is due to increasing fuel costs and other inflationary pressures. This has resulted in accelerated work on many large existing contracts and higher bid prices on new contracts.

All funding requirements for the Civil Works Program will be reviewed by the Office, Chief of Engineers, and priorities for specific jobs will be established within the funds available.

Field offices with planned or scheduled contract actions have been asked to submit information to the Chief of Engineers Office for proposed work. Work will be released for execution based on funding availability and priority considerations.

Mr. O'MEARA. I am aware of that. I talked to General Johnson last evening. He said he sent those telegrams out. I want to continue about that. We don't know what the White House recommendations will be relative to water projects.

We would argue that our inflation rate would not be so excessive if we had invested more money in water projects in the past. If we had more hydropower, we would need less foreign oil. If we had more irrigated land, we would have more agricultural produce at lower cost and more food and fiber to export.

We are here today to ask this committee not to lose sight of our long range goals because of current economic conditions. Our association urges you to push for substantial appropriations for water projects. We want to develop our domestic energy resources, but this will not be possible without parallel development of our water resources.

The delay that may be proposed will cost money and no one has to tell this committee that that is the case. Delays are only more expensive and we have come to the point where the budget situation at the Corps of Engineers is critical. And you just received the release. We think it borders on disaster. When the Corps had had to send telegrams to all operating areas of the Corps and tell them to stop all contract activities, that is if they are red tie bid or something, do not issue the invitation for bids, if they receive bids, don't open them, if they have opened bids, evaluate them, don't award them.

Mr. MYERS. I would if these are governmentwide, if they have done this in HEW also?

Mr. O'MEARA. No sir. This is the decision, the best I understand, of the Corps that because they have a supplemental budget pending, because they have had enormous increases because of inflation, that has drained away some of their money——

Mr. MYERS. But every agency has the same problem.

Mr. O'MEARA. Well, when you have a contracting operation where the Engineers are working in the field, utilizing enormous amounts of energy, the way the cost of fuel has risen for construction equipment, I am sure, it has had a strong impact on the Corps. But with the increase they have had, with the supplemental budget pending in the area of $100 million, with the enormous cuts that are indicated that the Corps may have to take as a part of the budget reduction, they are indeed in a very tight situation and it is going to have to be up to the Congress now to decide whether we continue our investment in America.

But since the budget cuts that are pending before this committee are out of date, I would respectfully request the opportunity to submit at a later time additional comments to this committee once we have had the opportunity to review the decisions that have been made at the White House.

If there are any questions, I would be pleased to try to answer them. Right at the moment, it is not really germane to comment on the budget because it is up in the air. We want you to consider any appropriations by this committee as continued investments in America.

Mr. MYERS. Thank you.

Mr. O'MEARA. Thank you.

Mr. BEVILL. Thank you very much for a very fine statement.

Mrs. SMITH. Mr. Chairman, I would like to add my appreciation to Mr. O'Meara. I have worked with him very closely in Nebraska. He is a man of great dedication and I fully agree that, as I think we all do, that our investment in water resources is an investment in America.

We appreciate you being here, Mr. O'Meara.

Mr. O'MEARA. Thank you, Mrs. Smith.

NORTH LOUP AND O'NEILL PROJECTS, NEBRASKA

WITNESSES

JACK ODGAARD, EXECUTIVE DIRECTOR, NEBRASKA WATER RESOURCES ASSOCIATION

HOWARD HARDY, CHAIRMAN, NEBRASKA NATURAL RESOURCES COMMISSION

Mr. BEVILL. Next, Mr. Jack Odgaard.

Mr. ODGAARD. Mr. Chairman.

Mr. BEVILL. You may proceed.

Mr. ODGAARD. Thank you, Mr. Chairman and members of the committee, and our own Congresswoman Virginia Smith. I hope I can have ten points, too, because I will help keep mine even briefer than the summary I have here.

I would like to call up Mr. Howard Hardy and give him a minute. He does come as Chairman of the Nebraska Natural Resources Commission and will make a few remarks about that commission's position.

Mr. BEVILL. We are glad to have you with us.

Mr. ODGAARD. Mr. Chairman and members of the committee, I appreciate this opportunity to appear on behalf of the 1,500-member Nebraska Water Resources Association to present this statement in support of continued funding for construction of the North Loup Division

and O'Neill Unit reclamation projects, and for several studies in Nebraska.

The Nebraska Water Resources Association is the largest statewide private organization representing the many and diverse interests in water use, development and conservation in Nebraska.

I would like to be specific and go into another crucial area. This area of Nebraska is one of six states in the West and Midwest overlying the Ogalla Aquifer for which the Congress under the Economic Development Administration is funding multi-million studies to find possible solutions to the severe loss of amounts of ground water that could totally disrupt the economy in this large area of the nation.

We do support the full funding of those construction works and studies included in the fiscal 1981 budget for Nebraska. Continued funding of $17,491,000.00 for the North Loup Division, and $2,100,000.00 for the O'Neill Unit will enable construction and necessary preconstruction work to continue on these two important multiple purpose reclamation projects. Both projects were authorized in 1972 as part of the Pick-Sloan Missouri Basin Program, and since that time considerable funding has gone into the projects in the continuation of engineering design, land acquisition, and initial project construction.

North Loup and O'Neill were reviewed by the Administration in March of 1977, and both received approval for continuation. Since then, separate studies have verified the continued justification and benefits of the projects. They are supported locally, regionally, and by the State of Nebraska.

The North Loup and O'Neill are multiple purpose projects for irrigation, recreation, fish and wildlife and flood control. They will provide irrigation water to 53,000 acres in central Nebraska, and 77,000 acres in north-central Nebraska, respectively, where ground water declines in recent years have been significant. There is sufficient evidence to conclude that both projects will alleviate the problem of declining ground water levels.

With this statement I have attached a map which shows the changes in ground water levels for the state of Nebraska. This map contains the preliminary information on ground water levels as of the fall of 1979, with significant rises and declines noted. The map was produced from data of the U.S. Geological Survey and the Conservation and Survey Division of the University of Nebraska.

The lands that will be served by the North Loup and O'Neill projects include those areas identified in Valley and Holt Counties, respectively, where declines in ground water levels of up to 15 and 25 feet have occurred. Without exception, the ground water rises shown for the state of Nebraska have all occurred where surface water projects have been established and are in operation. Again, we believe this to be sufficient evidence that reclamation projects provide ground water recharge; and we believe the North Loup and O'Neill projects in time will reverse the declining ground water situations in their areas.

We also urge approval of funding for several studies including $450,000 for continuation of the Platte River Management Study; $270,000 for the Republican Basin Management Study; $225,000 for the Little Blue Unit feasibility study; $99,000 for the Sparks Unit appraisal study; and $170,000 for a Farwell Unit water conservation

study. Finally, we support funding for an appraisal study of the Prairie Bend project in central Nebr., and continuation of the Otoe-Cass appraisal study in south east Nebraska. The latter was initiated in fiscal 1979, but has not been continued in the fiscal 1981 budget.

I have separate written statements on the North Loup and O'Neill projects, and I submit them for the committee's consideration and inclusion in the record. Mr. Chairman, the Nebraska Water Resources Association strongly supports continued funding for construction of the North Loup and O'Neill projects, and for these water studies.

[The statement follows:]

NEBRASKA WATER RESOURCES ASSOCIATION
Affiliated with National Water Resources Association
TELEPHONE (402) 474-3242 • 308 SHARP BUILDING • LINCOLN, NEBRASKA 68508

Before the Appropriations Subcommittee
on Energy and Water Development
U.S. House of Representatives
March 26, 1980

Statement Supporting Continued Funding of the O'Neill Unit
Pick-Sloan Missouri River Basin Project
By Jack Odgaard, Executive Director
Nebraska Water Resources Association

Mr. Chairman and members of the committee, I appreciate this opportunity to appear on behalf of the 1,500 members of the Nebraska Water Resources Association to present this statement in support of continued funding for construction of the O'Neill Unit reclamation project in Nebraska. The Nebraska Water Resources Association is the largest statewide private organization representing the many and diverse interests in water use, development, and conservation in Nebraska.

The Nebraska Water Resources Association fully supports the continued funding of the O'Neill project, for the earliest possible completion of construction so that the multiple benefits of the project can be realized by the citizens of Nebraska. The O'Neill project was authorized as part of the Pick-Sloan program in 1972. Since that time considerable funding has gone into the project in the continuation of engineering design, land acquisition, and initial and preparatory work for major project construction.

The Nebraska Water Resources Association is pleased to note the tremendous approval for the project given last year in two elections on ratification of reclamation and irrigation district contracts for facilities and water service. The first election, on June 1, 1979, resulted in 77 per cent approval; and the second election, on Dec. 15, 1979, resulted in 78 per cent approval. The results of those elections should leave no doubt about the strong local support for the O'Neill project.

Located in north-central Nebraska, the project will provide irrigation water for 77,000 acres of land in an area where ground water declines have occurred in recent years. The project will provide substantial benefits for recreation and fish and wildlife.

In President Carter's review of all water projects in March of 1977, the O'Neill project was given approval. Since that time, in the summer of 1978, Secretary of Interior Cecil Andrus made a special trip to inspect the project at the request of the Governor of Nebraska. Following that tour, the Secretary expressed his continued support for the project.

In addition to the local support and sponsorship of the project by the North Central Nebraska Reclamation District, the Niobrara Basin Irrigation District, local communities and county boards, and area Natural Resources Districts, the project has the endorsement of the state Natural Resources Commission and of the Governor.

In my written statement for the appropriations hearings last year I pointed out a significant factor in the project which had just resulted in a Memorandum of Understanding agreed to by the project sponsors, the Bureau of Reclamation (now the Water and Power Resources Service), and the Environmental Protection Agency. I believe that MOU is worth repeating here.

The MOU states that the project will be operated with maximum provisions for irrigation scheduling, fertilizer application management, and associated conservation practices. A special study completed in 1978 said that ground water contamination by nitrates would be minimized in the area with the project in place, but that ground water quality would decline in the future without the project.

The agreement concerning operation of the O'Neill project will involve the installation of technical equipment to monitor soil, water, climate, and other conditions. This will enable project-wide application of irrigation scheduling to conserve water. Combined with the fertilizer application management, the O'Neill project will provide a unique opportunity to establish the largest single area in the State of Nebraska for comprehensive water, fertilizer, and energy management and conservation.

I have mentioned already that there has been a significant decline in ground water levels in the area of the O'Neill project, and that the project will help alleviate that problem. With this statement I have attached a map which shows the changes in ground water levels for the state of Nebraska. This map contains the preliminary information on ground water levels as of the fall of 1979, with significant rises and declines noted. The map is based on data of the U.S. Geological Survey and the Conservation and Survey Division of the University of Nebraska.

The lands that will be served by the O'Neill project include those areas identified in Holt County where declines in ground water levels of up to 25 feet have occurred. Without exception, the ground water rises shown for the state of Nebraska have all occurred where surface water projects have been established and are in operation. Again, we believe this to be sufficient evidence that reclamation projects provide ground water recharge; and we believe the O'Neill project in time will reverse the declining ground water situation in its area.

The Nebraska Water Resources Association believes the O'Neill project affords an opportunity for a unique demonstration of large area management practices to conserve water, control ground water contamination, and to conserve energy. Mr. Chairman, the Nebraska Water Resources Association urges the committee to approve the $2,100.000 in the fiscal 1981 budget so that this important and needed project can be continued and completed as soon as possible.

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Before the Appropriations Subcommittee
on Energy and Water Development
U.S. House of Representatives
March 26, 1980

Statement Supporting Continued Funding of the North Loup Division
Pick-Sloan Missouri River Basin Project
By Jack Odgaard, Executive Director
Nebraska Water Resources Association

Mr. Chairman and members of the committee, I appreciate this opportunity to appear on behalf of the 1,500 members of the Nebraska Water Resources Association to present this statement in support of continued funding for construction of the North Loup Division reclamation project in Nebraska. The Nebraska Water Resources Association is the largest statewide private organization representing the many and diverse interests in water use, development, and conservation in Nebraska.

The Nebraska Water Resources Association fully supports the continued funding of the North Loup project, for the earliest possible completion of construction so that the multiple benefits of the project can be realized by the citizens of Nebraska. The North Loup project was authorized as part of the Pick-Sloan program in 1972, and considerable funding has gone into the project in the continuation of engineering design, land acquisition, and initial and preparatory work for major project construction.

The Nebraska Water Resources Association is pleased to note the tremendous approval for the project given last year in two elections on ratification of reclamation and irrigation district contracts for facilities and water service. The first election, on June 5, 1979, resulted in 65 per cent approval; and the second election, on Sept. 11, 1979, resulted in 82 per cent approval. The results of those elections should leave no doubt about the strong local support for the North Loup project.

Located in central Nebraska, the North Loup project will provide irrigation water for 53,000 acres of farm land in an area where ground water declines in recent years have been substantial. The project will provide multiple benefits for recreation and fish and wildlife as well.

The North Loup project was given the approval of the Administration in President Carter's review of all water projects in March of 1977. Since that time, a study of the benefits and costs of the project was done by a special team of water resources officials at the request of the Governor of Nebraska. That study concluded that the project benefits were substantial and that the project should go forward.

The North Loup project has the local support and sponsorship of the Twin Loups Reclamation District, the Twin Loups Irrigation District, local communities and county boards, and the area Natural Resources District. It also has the endorsement of the Nebraska Natural Resources Commission and of the Governor of Nebraska.

I have mentioned already that there has been a significant decline in ground water levels in the area of the North Loup project, and that the project will help alleviate that problem. With this statement I have attached a map which shows the changes in ground water levels for the state of Nebraska. This map contains the preliminary information on ground water levels as of the fall of 1979, with significant rises and declines noted. The map is based on data of the U.S. Geological Survey and the Conservation and Survey Division of the University of Nebraska.

The lands that will be served by the North Loup project include that area identified in Valley County where declines in ground water levels of up to 15 feet have occurred. Without exception, the ground water rises shown for the state of Nebraska have all occurred where surface water projects have been established and are in operation. Again, we believe this to be sufficient evidence that reclamation projects provide ground water recharge; and we believe the North Loup project in time will reverse the declining ground water situation in its area.

I realize the support the project has received by continued approval of funding

by this committee since the project's authorization in 1972. We commend the chairman and members of the committee for this support, and we hope such support will be continued.

Mr. Chairman, the Nebraska Water Resources Association fully supports the North Loup project for its many and diverse benefits, and we urge the committee to approve the $17,491,000 in the fiscal 1981 budget so that this important and needed project can be completed as soon as possible.

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Before the Appropriations Subcommittee
on Energy and Water Development
U.S. House of Representatives
March 26, 1980

Summary Oral Statement Supporting Funding
for Construction and Studies in Nebraska
By Jack Odgaard, Executive Director
Nebraska Water Resources Association

Mr. Chairman and members of the committee, I appreciate this opportunity to appear on behalf of the 1,500-member Nebraska Water Resources Association to present this statement in support of continued funding for construction of the North Loup Division and O'Neill Unit reclamation projects, and for several studies in Nebraska. The Nebraska Water Resources Association is the largest statewide private organization representing the many and diverse interests in water use, development, and conservation in Nebraska.

We do support the full funding of those construction works and studies included in the fiscal 1981 budget for Nebraska. Continued funding of $17,491,000.00 for the North Loup Division, and $2,100,000.00 for the O'Neill Unit will enable construction and necessary pre-construction work to continue on these two important multiple purpose reclamation projects. Both projects were authorized in 1972 as part of the Pick-Sloan Missouri Basin Program, and since that time considerable funding has gone into the projects in the continuation of engineering design, land acquisition, and initial project construction.

North Loup and O'Neill were reviewed by the Administration in March of 1977, and both received approval for continuation. Since then, separate studies have verified the continued justification and benefits of the projects. They are supported locally, regionally, and by the State of Nebraska.

Since the appropriations hearings of last year, elections were held for ratification of reclamation and irrigation district contracts for the North Loup and O'Neill projects; and I am pleased to report the overwhelming support for the projects in those elections. On June 1, 1979, voters in the O'Neill project's reclamation district gave 77 per cent approval of the reclamation contract. On June 5, 1979, voters gave 65 per cent approval of the reclamation contract for the North Loup project. On Sept. 11, 1979, the North Loup irrigation district contract was approved by an 82 per cent vote; and on Dec. 15, 1979, the O'Neill irrigation district contract was approved by a 78 per cent vote. These elections clearly established the strong local support that exists for the North Loup and O'Neill projects.

The North Loup and O'Neill are multiple purpose projects for irrigation, recreation, fish and wildlife and flood control. They will provide irrigation water to 53,000 acres in central Nebraska, and 77,000 acres in north-central Nebraska, respectively, where ground water declincs in recent years have been significant. There is sufficient evidence to conclude that both projects will alleviate the problem of declining ground water levels.

With this statement I have attached a map which shows the changes in ground water levels for the state of Nebraska. This map contains the preliminary information on ground water levels as of the fall of 1979, with significant rises and declines noted. The map was produced from data of the U.S. Geological Survey and the Conservation and Survey Division of the University of Nebraska.

The lands that will be served by the North Loup and O'Neill projects include those areas identified in Valley and Holt Counties, respectively, where declines in ground water levels of up to 15 and 25 feet have occured. Without exception, the ground water rises shown for the state of Nebraska have all occurred where surface water projects have been established and are in operation. Again, we believe this to be sufficient evidence that reclamation projects provide ground water recharge; and we believe the North Loup and O'Neill projects in time will reverse the declining

ground water situations in their areas.

We also urge approval of funding for several studies including $450,000 for continuation of the Platte River Management Study; $270,000 for the Republican Basin Management Study; $225,000 for the Little Blue Unit feasibility study; $99,000 for the Sparks Unit appraisal study; and $170,000 for a Farwell Unit water conservation study. Finally, we support funding for an appraisal study of the Prairie Bend project in central Nebr., and continuation of the Otoe-Cass appraisal study in southeast Nebraska. The latter was initiated in fiscal 1979, but has not been continued in the fiscal 1981 budget.

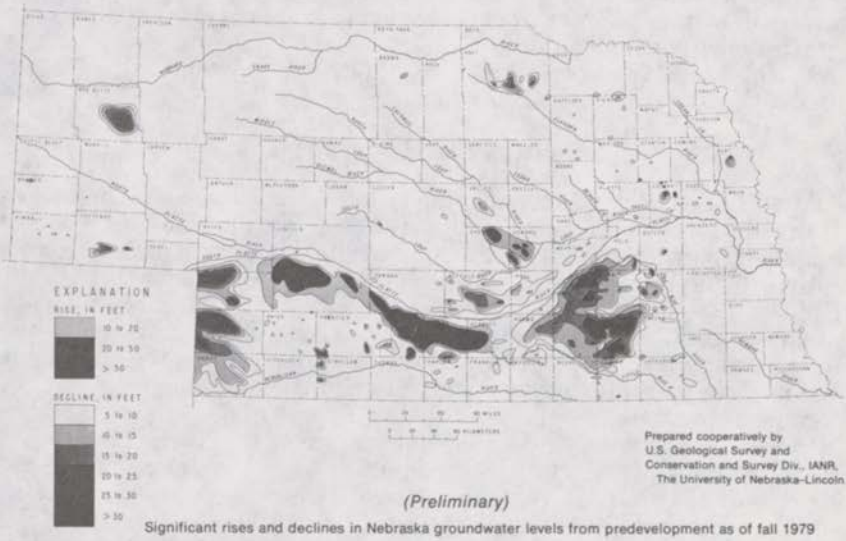
I have separate written statements on the North Loup and O'Neill projects, and I submit them for the committee's consideration and inclusion in the record. Mr. Chairman, the Nebraska Water Resources Association strongly supports continued funding for construction of the North Loup and O'Neill projects, and for these water studies.

LOCATION OF REGISTERED IRRIGATION WELLS



Total wells registered January 1, 1980: 63,777
(Nebraska Department of Water Resources)

Prepared cooperatively by
U.S. Geological Survey and
Conservation and Survey Div., IANR,
The University of Nebraska-Lincoln



Prepared cooperatively by
U.S. Geological Survey and
Conservation and Survey Div., IANR,
The University of Nebraska-Lincoln

(Preliminary)

Significant rises and declines in Nebraska groundwater levels from predevelopment as of fall 1979

STATEMENT SUMMARY

Mr. ODGAARD. I would like to mention a couple of things that did come up. Although no members were present on the Senate side, the committee took our statements. There was a great deal of conversation about conservation, energy, balancing the budget. I wholeheartedly endorse the comments of my good friend Pat O'Meara, the investments in America that water resources makes.

We have done simple mathematical extrapolations. If we just took the corn produced in these two reclamation projects in Nebraska and provided it at $2.50 a bushel for corn just for export alone it would be worth $45 million a year to the United States in countering our balance of trade deficit.

I did it in that simple way just to show what it is worth to the entire country. All the times before it gets to that point it has generated the revenues locally, local taxes, it has generated revenues at the state, state taxes, it has generated revenues and taxes, of course, for the entire country.

These projects do hold significant potential, I think, for reduction of energy savings. In 1978 to 1979 the State of Nebraska did achieve a better than 7 percent reduction in petroluem-based fuel consumption. We think that the replacement of a significant number of ground water diesel pumps and things by these projects will in time show even greater energy savings.

With that, Mr. Chairman, I would thank you and would refer to Mr. Hardy for his brief remarks.

STATEMENT OF HOWARD HARDY

Mr. HARDY. Mr. Chairman and members of the committee, I am Howard Hardy, Chairman of the Nebraska Natural Resources Commission. I appreciate having the opportunity to appear before you in support of appropriations for the North Loup Division of the O'Neill Unit.

The commission is the state agency with the statutory responsibility to encourage the implementation of a comprehensive program of resource development, conservation and utilization of soil and water resources of the state.

The commission recognizes the importance of the North Loup Division Project and the overall development of the water and land resources of the state. We are therefore appearing before you today to support continued funding of the North Loup Division Project.

You have copies of my testimony on both, and I would like to suggest that be made a part of the record.

Mr. BEVILL. It will be made a part of the record.

Mr. HARDY. Thank you. I thank you for appearing before you.

[The statement follows:]

TESTIMONY ON THE NORTH LOUP DIVISION PROJECT, NEBRASKA

Mr. Chairman and members of the Committee, I am Howard Hardy, Chairman of the Nebraska Natural Resources Commission. I appreciate having the opportunity to appear before you in support of appropriations for the North Loup Division Project.

The Commission is the state agency with the statutory responsibility to encourage the implementation of a comprehensive program of resource development, conservation and utilization of soil and water resources of the state. The Commission recognizes the importance of the North Loup Division Project and the over-all development of the water and land resources of the state. We are therefore appearing before you today to support continued funding of the North Loup Division Project.

We consider this project as a principal element in our state's water resources management. We feel that the capture and use of surface water is an important part of our long-range water management activity. Dams placed in strategic locations along with associated delivery systems will provide for integrated surface and ground water use. Ground water declines in part of the project area have been well documented. Surface water projects such as this will also assist in providing energy savings for the future; will provide a more stable economic base; and provide additional recreational benefits in the area.

The Nebraska Legislature has provided appropriate legislation to enter into agreements as required by the Federal Water Project Recreation Act, Public Law 89–72. Under this state legislation, combined with the federal requirements, the State of Nebraska can provide appropriate sponsorship of the outdoor recreation facilities.

The Nebraska Legislature has also established a Resource Development Fund to provide cost-sharing monies for water projects. Since the establishment of the Fund, both the Governor and the Legislature have constantly supported state appropriations for water development measures.

The Nebraska Natural Resources Commission urges your Subcommittee to act with favor on the $17,491,000 appropriation request for fiscal year 1981.

Thank you for affording us the opportunity to appear before your Committee this year and voice our strong and continued support for this Project.

TESTIMONY ON THE O'NEILL UNIT, NEBRASKA

Mr. Chairman and members of the Committee, I am Howard Hardy, Chairman of the Nebraska Natural Resources Commission. I appreciate having the opportunity to appear before you in support of appropriations for the O'Neill Unit.

I am appearing before you today in support of continued appropriations for construction of the O'Neill Unit. The Nebraska Natural Resources Commission strongly supports the appropriation of $2,100,000 for this project in 1981.

We consider this project as a principal element in our state's water resources management. We feel that the capture and use of surface water is an important part of our long-range water management activity. Dams placed in strategic locations along with associated delivery systems will provide for integrated surface and ground water use. Ground water declines in part of the project area have been well documented. Surface water projects such as this will also assist in providing energy savings for the future; will provide a more stable economic base; and provide additional recreational benefits in the area.

I would also point out that the Nebraska Legislature has provided appropriate legislation to enter into agreements as required by the Federal Water Project Recreation Act, Public Law 89–72.

The Nebraska Legislature has also established a Resource Development Fund to provide cost-sharing monies for water projects. Since the establishment of the Fund, both the Governor and the Legislature have constantly supported state appropriations for water development measures.

Thank you for affording us the opportunity to appear before your Committee this year and once again voice our strong support for this Project.

Mr. BEVILL. Thank you for a very fine statement.

Mrs. Smith?

Mrs. SMITH. Thank you, Mr. Chairman.

I would like to endorse the statements of Mr. Odgaard and Mr. Hardy. I fully support, as you know, the O'Neill project and also the Twin Loups project. I think this is a great investment in the future, not only of Nebraska but of our entire nation.

Let me add that we think our Nebraska Water Resources Association and our natural resources districts do one of the most outstanding jobs in the nation.

Now, the next four witnesses that we have, Mr. Chairman, are from Nebraska. I would like to express my special appreciation for Mr. Alfred Drayton, who is the president of our O'Neill project; Mr. Henry Lang, the president of the Twin Loups project; Mr. Don Kilday; Mr. Clare Evans; Senator Wagner and the other people who have come some 2,000 miles to express their interest.

Also, I want to add my strong support for the Missouri River Development Bank Stabilization Project, about which my colleague, Congressman Doug Bereuter, will speak, and also my colleague Congreeman John Cavanaugh.

I certainly support your program on the Papio and will do everything I can to help you.

Mr. Wehspann, we are glad to have you here, too.

Mr. BEVILL. You people are proud of your delegation here in the Congress. Certainly Mrs. Smith plays a leading role in the work of this committee. We appreciate the good work she does here and I know that you do, too.

Speaking of your delegation, I see our friend and colleague, Congressman John Cavanaugh, has walked in. Mr. Drayton, we are going to skip over you a minute because we are going to let these Congressmen speak and get back to work so you taxpayers can get your monies' worth. They need to be back with their own important committees.

PAPILLION CREEK AND TRIBUTARIES, NEBRASKA

WITNESSES

HON. JOHN J. CAVANAUGH, A REPRESENTATIVE IN THE CONGRESS FROM THE STATE OF NEBRASKA
LEO W. HIKE, SARPY COUNTY, NEBR., COMMISSIONER

Mr. BEVILL. Congressman Cavanaugh, we are pleased to have you with us. If you wish, you may proceed with your statement.

Mr. CAVANAUGH. Thank you.

I have with me Mr. Leo Hike, County Commissioner of the Sarpy County, Nebraska. He is testifying I believe in place of Jerry Wehrspann, in behalf of the Papio Natural Resources District.

Mr. BEVILL. We are glad to have you.

STATEMENT OF CONGRESSMAN CAVANAUGH OF NEBRASKA

Mr. CAVANAUGH. This is a particularly happy opportunity for me, Mr. Chairman.

In June of 1964 the worst flooding in the six recorded floods since 1943 hit the Papio Creek Basin taking seven lives and causing an estimated $5 million in property damage, of which $2.8 million was in the urban areas. In the following year, the Basin was flooded again.

As the result of this devastation, the Papillion Creek and Tributaries Lakes Project was authorized by Public Law 90-483 (1968

Flood Control Act) in accordance with recommendations in House Document 349. The authorized project consisted of a system of 21 small dams and reservoirs for the purposes of flood control, recreation and water quality enhancement. All of these dams were to be located in the Omaha, Nebraska metropolitan area which consists of part of Washington, Douglas, and Sarpy Counties, Nebraska.

I would ask my entire statement be included in the record.

Mr. BEVILL. It will be included at this point.

[The statement follows:]

TESTIMONY OF REP. JOHN J. CAVANAUGH

Mr. Chairman:

In June of 1964 the worst flooding of the six recorded floods since 1943 hit the Papio Creek Basin taking seven lives and causing an estimated $5 million in property damage, of which $2.8 million was in the urban areas. In the following year, the Basin was flooded again.

As the result of this devastation, the Papillion Creek and Tributaries Lakes Project was authorized by Public Law 90-483 (1968 Flood Control Act) in accordance with recommendations in House Document 349. The authorized project consisted of a system of 21 small dams and reservoirs for the purposes of flood control, recreation and water quality enhancement. All of these dams were to be located in the Omaha, Nebraska metroplitan area which consists of part of Washington, Douglas, and Sarpy, Counties, Nebraska.

The Papillion Creek and Tributaries Basin drains an area of 402 square miles. It contains one-fourth of the population of the State of Nebraska and over one-fourth of the total taxable valuation of the State, including two-thirds of the City of Omaha plus Strategic Air Command Headquarters in nearby Offutt Air Force Base. For study purposes, the Corps of Engineers has divided the project area into three sub-basins which are hydrologically and economically independent from each other. These being the Little

Papillion Creek Basin, the Big Papillion Creek Basin and the West Branch of the Lower Papillion Creek Basin. Construction was initiated in 1972, and two dams, No. 11 in the Little Papillion Creek Drainage, and No. 16 in the Big Papillion Creek Drainage had been constructed.

Significant changes have occurred since authorization of this project. They have included rapidly rising construction costs and new legislation dealing with the regulation of future flood plain development which significantly affects previously prepared projections of future flood plain development. When this project was first authorized, it was estimated that the entire 21 dam system would cost $26.8 million. By 1971 this figure had risen to $54.7 million, and by 1975 it had risen to $118 million. The Corps of Engineers has re-evaluated this project on two separate occasions and from the original 21 dam project reviews have found 17 of the 21 dams unjustified. That leaves dam sites 11 and 16 completed and dams 10, 15 and 18 currently classified as active. Most of the planning work has been completed and Dam 15 located near 160th and Blondo Streets and Dam 18 located near 156th and P Street.

Up until the last few weeks, the project has been stymied by local opposition to the entire project, including a temporary injunction against one of the dam sites. The Papio Natural Resources District, the local sponsoring agency for Dams 11 and 16 since 1972 when it assumed responsibility from the Papio Watershed Advisory Board which consisted of the three county boards voted to no longer be the sponsoring agency for any further projects.

One of the great frustrations for me since coming to the Congress has been the lack of effective flood control in the Papio Basin and the lack of any action by local authorities to improve the situation or compromise the stalemate as the potential for a devastating flood, especially on the West Branch of the Papio, has increased since 1964 due to increasing development in the flood plain.

Within the last few weeks, much at the insistence of Leo Hike, sitting next to me, the proponents, the Papio Flood Protection Association, and the opponents, the Papio Valley Preservation Association, Inc., have reached a compromise which has been accepted in total by the County Boards of Commissioners in the three counties involved and the Papio Natural Resources District. The compromise calls for the following:

1. Develop state legislation requiring control of water runoff in housing and/or commercial developments in the watershed.

2. Promote the acceleration of PL 566 projects under the supervision of SCS and CAP projects of the Natural Resources District.

3. Implement reasonable channelization measures to provide adequate runoff from the watershed.

4. Continue enforcement of flood plain regulations by local units of government.

5. Seek legislation bringing Dam 20 back to active status.

6. Urge funding and construction of DAM 18.

7. Deauthorization, by Congress, of the original Corps Papio Project and proposed Site 3A or a permanent injunction of all dams except numbers 18 and 20, 19 and 21.

I am encouraged by the work done within the last few weeks by both the proponents and opponents of the Papio Project. It shows a concerted effort on behalf of local citizenry to achieve comprehensive flood protection and reduce federal spending. The cost of the project to complete (including presently unauthorized but proposed Dam 3A on the main stem Papio) is approximately $88.6 million. This proposal to simply complete Dams 18 and 20 on the West Branch would have a total cost of $28.9 million of which $6 million has been spent in land acquisition. The already completed sites 11 and 16 were completed at construction costs of $17.8 million. Local officials have shown a commitment to accepting much of the work needed to be completed both through the assistance of the Corps of Engineers and the local Natural Resources District.

Since movement on this project began after the Corps' testimony before this committee, the Corps of Engineers has not had the opportunity to review the proposal and make their recommendations concerning the proposed settlement. Therefore, before endorsing each and every point specifically raised, I would wish to await the Corps' final report.

The compromise for the purposes of proposed Corps sponsored flood control structures does primarily deal with the West Branch of the Papillion Creek but it is to be remembered that the West Branch Watershed received about 80% of the damages from the 1964 flood and on that branch little has been done since then to curb the increasing potential for damage due to flooding.

The compromise plan is workable and has the local support necessary to see it to completion and will also cost significantly less to complete this project than had the entire Corps project been completed. However, it will take time to develop and the cooperation of both this committee as well as the Public Works Committee will be necessary. Therefore, I would ask the committee to include in its 1981 appropriations bill such pre-construction planning funds as the Corps would deem it capable of expending in this fiscal year for Dam Site 18 and included in that amount would be sums sufficient to investigate other alternatives to augmenting Dam Site 18 in lieu of constructing Dam Site 15.

I thank the committee for listening and for their assistance. I am encouraged with the resolution of the stalemate, I congratulate the local officials for their diligence and I am hopeful that there will be sufficient flood protection finally in the Papio Valley so that future lives will not be lost and that future property loss will be minimized.

SUMMARY

Mr. CAVANAUGH. I won't take much time. I know this committee has since 1964 been laboring with this project. It has been a controversial and divisive local political issue since that time. Two of the proposed dams were constructed. I believe 17 of the remaining dams have been abandoned.

Today I come before you because at long last agreement among the local entities of government, Washington County, Douglas County and Sarpy County, as well as interested citizen groups and the Papio Natural Resources District have finally reached an agreement with which they can come to Congress and propose that this project finally go forward.

As you know, I am leaving the Congress after this year and I considered it, until the last couple of weeks when this matter began to be resolved at home, one of my great disappointments and frustrations that I was not able to address this issue.

Because the absence of a completed watershed program in the Papio Valley has been an overhanging, imminent danger to the people of our community and a catastrophe waiting to happen.

But we can come to you today with a proposal that is considerably more modest than that originally proposed, but one that will at long last mean some progress and some protection within that watershed area from the potential ravages of another flood.

In that regard, Mr. Leo Hike, who is on the Sarpy County Board, deserves special commendation because I think it is more through his personal efforts and tenacity that he initiated the political compromises which were necessary at home to bring this agreement together and to bring it before the Congress today.

So, I want to thank you for the responsiveness which this committee has always shown since 1964 in addressing the problems of the Papio watershed, for your patience with the local wars that have impeded the Congress' action, and hopefully finally with a resolution this year that will be in harmony with everyone's interests.

So, for all of that, I am extremely grateful and also for the vigorous support of my colleague from Nebraska, Mrs. Smith, and for all the assistance that you have given to me during my service here and for this time today.

With that, I will turn it over to Mr. Leo Hike and thank you very much.

STATEMENT OF LEO HIKE

Mr. HIKE. Mr. Bevill and members of the subcommittee, when I was in Washington about two months ago I confronted John with a inquiry of why can't we get the dam system in the Papio watershed underway. I was out here a year ago and testified for that. Nothing seemed to be done and hadn't been done for about four or five years.

So, he told me that the only reason that it wasn't moving ahead was because we weren't all in agreement back in the watershed area and that if we ever expected to get some work done back there in order to not have a catastrophe like 1964 come about again, we would have to get very good consensus of that particular area.

I went back and got the Sarpy County Board, which is the smallest county in Nebraska, and all of this watershed comes down and passes through our county, mainly in the Papillion area and in Omaha's Millard area and then on down into the center part of Sarpy County.

We decided to move aggressively to get support. I got a resolution to that effect, started off in Washington County, which is the most adamant about not having the dams. I think they decided at that point up there—I had several of the Papio Preservation group in about a half hour after I had met there—we decided there might be a chance to talk.

So, they took and asked the Papio Protection Committee down in Papillion to have a meeting. I got on that committee down in Papillion. We had two meetings. The first meeting didn't resolve anything. They wanted to spread a channel out about a mile and a half wide.

Mr. BEVILL. Excuse me but we would appreciate it if you could summarize the rest of your statement.

Mr. HIKE. Okay. The thing is we have made agreement, 100 percent across that whole valley. We are asking to have some planning and design money. If we can get that, we would certainly appreciate it.

[The statement follows:]



NEW HALL OF JUSTICE BUILDING

Phone
402-339-3225

Sarpy County Board of Commissioners

Papillion, Nebraska 68046

March 26, 1980

Mail

Public Works Subcommittee
House Committee on Appropriations
Washington D. C. 20515

Project: Papillion Creek Flood Control Project

Reference:

1. Witness List: Leo W. Hike, Sarpy County, Nebraska Commissioner

2. Resolutions: Supporting Joint Resolution of Papillion Preservation Association, Inc. and Papillion Flood Protection Association.

   (a) Sarpy County, Nebraska
   (b) Douglas County, Nebraska
   (c) Washington County, Nebraska
   (d) Natural Resource District

3. Written Testimony:

   (a) Explanation of Recent Events
   (b) Attached Resolutions
   (c) Funding Request



NEW HALL OF JUSTICE BUILDING

Phone
402-339-3225

Sarpy County Board of Commissioners
Papillion, Nebraska 68046

March 26, 1980

Public Works Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

Project: Papillion Creek Flood Control Project

Ref: Testimony Funding Request

After visiting with the Congressional Delegation about this most serious problem we have in the Papio Water Shed of flooding, and the inactivity we were experiencing on the original Authorization of Congress in 1968, I was given the advice that we would have to have much more agreement among the entities of government and the people involved among the three County Water Shed, in order to get moved off of dead center and accomplish our goal of flood protection.

By motion of the Sarpy County Board of February 19, 1980 and Resolution on February 26, 1980(attached) we decided that since we were in the position of having all the water in the total watershed passing through our county it would be in our best interest to promote an action to find out where our support would be for the West Branch.

Starting off at the Washington County Board of Supervisors on February 25, 1980 we got a Resolution for Non Structural Flood Protection only.

2-25-80 Bellevue City Council Resolved approval.

2-26-80 Douglas County Board layed it over for 3 weeks for more study.

2-26-80 Springfield Mayor supports Sarpy County.

2-26-80 Omaha City Council Resolved approval.

2-26-80 Papillion Mayor supports Sarpy County.

2-26-80 N.R.D. Board layed it over for one month.

3-04-80 Ralston City Council Resolved approval.

3-06-80 MAPA Board of Directors made a motion to sponsor a meeting to get the three County Boards, the three County Mayors, and the three County Planning Boards together.

3-06-80 N.R.D. Board of Directors met-No action.

3-08-80 LaVista City Council supports Sarpy County.

3-10-80 Papio Preservation Association called before and met with the Papio Flood Protection Association. A lot of views on how to control flood waters, but no consensus.

3-11-80 Gretna support Sarpy County.

3-11-80 Millard Chamber supports Sarpy County.

3-11-80 Omaha City Council supports Sarpy County.

3-13-80 MAPA sponsored meeting held--three Sarpy County, and one Douglas County Commissioner, were present. No Supervisors from Washington County attended. Many Mayors, Planning Board Members and Washington County citizens, a lot of discussion but nothing resolved. At this point all the Mayors of Washington County, Elkhorn and Irvington in Douglas opposed the Dams.

3-17-80 Papio Preservation and Papillion Protection Association met in Blair to continue discussions. At this meeting the Joint Resolution was agreed to after negotiating several points.

3-18-80 Sarpy County passed a Resolution agreeing to its contents along with the Douglas County Board. Washington County agreed on it 3-24-80. N.R.D. agreed to it on 3-21-80. The whole three county area agrees to it except Omaha who agrees to all the points except not building Dam 15 and the deauthorization.

All of this was accomplished in this length of time to get a consensus of a unified opinion on how we believe this water shed, flood waters can be controlled, not only for the present but as we grow into a metropolis area.

We therefore ask the Public Works Subcommittee of the House Committee on Appropriations to:

1. Approve money enough to do the planning and design work on Dam 18 this year.

2. Since approximately half the money for Dam 20 has already been spent on acquiring the land for it, that there be an effort made to complete it as soon as possible.

3. We would appreciate your efforts in making money available to investigate other alternatives to augment Dam 18 in lieu of Dam 15.

We believe that this plan as presented would be in the best interest of the watershed and would appreciate your consideration of it.

Sincerely.

Ray Lind, Chairman
Sarpy Board of Commissioners

BOARD OF COUNTY COMMISSIONERS
SARPY COUNTY, NEBRASKA

RESOLUTION

WHEREAS, Sarpy County has been seeking flood relief, especially along the West Branch of the Papillion Creek Water Shed, since the 1964 flood which caused nearly 5 million dollars worth of damage to private and public property, and caused the deaths of seven children and adults, and

WHEREAS, in 1968 Congress authorized that there be 21 dams built to alleviate the flooding in the Papillion Creek Water Shed, and

WHEREAS, there have been only Dams # 11 and #16 completed by the Corps and #17 by a private developer before a controversy arose over which method, structure or non-structure, would best serve the public interest, between the Papillion Valley Preservation Association, Inc. and the Papio Flood Protection Association, and

WHEREAS, nothing has been accomplished over the past several years because of a lack of solid support for either one or the other of the proposals,

NOW, THEREFORE, BE IT RESOLVED, that the Board of Sarpy County Commissioners hereby endorse and support the attached resolution adopted jointly on March 17, 1980, by and between the Papillion Valley Preservation Association, Inc. and the Papio Flood Protection Association regarding flood control in the Papillion Water Shed.

DATED this 18th day of March, 1980.

Moved by [illegible] and seconded by [illegible] that the above Resolution be adopted. Carried.

Yeas: [illegible]

Nays: None

MARY E. CONGER, COUNTY CLERK SEAL SARPY COUNTY, NEBRASKA

Ray Lund
Chairman, Board of County Commissioners

ATTEST: Mary E. Conger
County Clerk

JOINT RESOLUITON:

The Papillion Valley Preservation Association, Inc. and the Papio Flood Protection Association agree on the following approach to immediate efforts to provide flood control in the Papio Watershed (West Branch):

1. Develop state legislation requiring control of water runoff in housing and/or commercial developments in the watershed.
2. Promote the acceleration of PL 566 projects under the supervision of SCS and CAP projects of the Natural Resources District.
3. Implement reasonable channelization measurers to provide adequate runoff from the watershed.
4. Continue enforcement of flood plain regulations by local units of government.
5. Seek legislation bringing Dam 20 back to active status.
6. Urge funding and construction of Dam 18.
7. Deauthorization, by Congress, of the original Corps Papio Project and proposed Site 3A, except numbers 18 and 20, 19 and 21, or a permanent injunction of all dams except numbers 18 and 20, 19 and 21.

BOARD OF COUNTY COMMISSIONERS
DOUGLAS COUNTY, NEBRASKA

Resolved

Motion by Buglewicz; Seconded by Green

I move that this Board of Commissioners of Douglas County, Nebraska, hereby endorses and supports, in conjunction with the Sarpy County Board of Commissioners, the attached resolution adopted jointly on March 17, 1980, by the Papillion Valley Preservation Association, Inc. and the Papio Flood Protection Association regarding flood control in the Papio Watershed (West Branch).

ADOPTED: March 18, 1980

YEAS: Albert, Green, Lynch, Buglewicz, Fellman

(CERTIFIED COPY)

Walter B. Spellman

COUNTY CLERK
AND
CLERK OF THE BOARD OF COMMISSIONERS

Certified Copy to: County Clerk, County Commissioners, Papio Natural Resources District, Papio Valley Preservation Assoc., Special Services, Papio Flood Protection Assoc., Sarpy County, M.A.P.A., City of Omaha, U. S. Corps of Engineers, D. Sykes, Washington County

JOINT RESOLUTION:

The Papillion Valley Preservation Association, Inc. and the Papio Flood Protection Association agree on the following approach to immediate efforts to provide flood control in the Papio Watershed (West Branch):

1. Develop state legislation requiring control of water runoff in housing and/or commercial developments in the watershed.
2. Promote the acceleration of PL 566 projects under the supervision of SCS and CAP projects of the Natural Resources District.
3. Implement reasonable channelization measurers to provide adequate runoff from the watershed.
4. Continue enforcement of flood plain regulations by local units of government.
5. Seek legislation bringing Dam 20 back to active status.
6. Urge funding and construction of Dam 18.
7. Deauthorization, by Congress, of the original Corps Papio Project and proposed Site 3A or a permanent injunction of all dams except numbers 18 and 20, 19 and 21.

March 24, 1980

RESOLVED:

Motion by Robert Wilkins Seconded by John Lutz

I move that this Board of Supervisors of Washington County, Nebraska, hereby endorses and supports, in conjunction with the Sarpy County Board of Commissioners and the Douglas County Board of Commissioners, the attached resolution adopted jointly on March 17, 1980, by the Papillion Valley Preservation Association, Inc. and the Papio Flood Protection Association regarding flood control in the Papio Watershed (West Branch).

ADOPTED:

YEAS: Six NAYS: 0

Adopted this 24th day of March, 1980.

Jack P. Jensen

Jack P. Jensen, Chairman
Washington County Board of Supervisors

Attest:

Charlotte L. Petersen

Charlotte L. Petersen, County Clerk

STATE OF NEBRASKA, WASHINGTON COUNTY-ss:
I hereby certify this is a true copy of the record on file in my office.
Mo. 3 Da 25 Yr. 80
Charlotte L Petersen
COUNTY CLERK
BY _____

JOINT RESOLUTION:

The Papillion Valley Preservation Association, Inc. and the Papio Flood Protection Association agree on the following approach to immediate efforts to provide flood control in the Papio Watershed (West Branch):

1. Develop state legislation requiring control of water runoff in housing and/or commercial developments in the watershed.
2. Promote the acceleration of PL 566 projects under the supervision of SCS and CAP projects of the Natural Resources District.
3. Implement reasonable channelization measurers to provide adequate runoff from the watershed.
4. Continue enforcement of flood plain regulations by local units of government.
5. Seek legislation bringing Dam 20 back to active status.
6. Urge funding and construction of Dam 18.
7. Deauthorization, by Congress, of the original Corps Papio Project and proposed Site 3A or a permanent injunction of all dams except numbers 18 and 20, 19 and 21.

3015 MENKE CIRCLE OMAHA, NEBRASKA 68134 -(402) 444-6222
PAPIO NATURAL RESOURCES DISTRICT

March 25, 1980

Mr. Leo Hike, Commissioner
Sarpy County Board of Commissioners
Courthouse - 84th and Hgwy. #370
Papillion, Nebraska 68046

Re: March 21, 1980 Board of Directors' Action on Papillion Creek Project

Dear Mr. Hike:

Reference is made to your request of March 24, 1980 for information on the action taken by the Papio N.R.D. Board of Directors on March 21, 1980 regarding the referenced project.

The draft minutes which will be considered at the next regular meeting contain the following amended motion which was adopted: 18 - Yea, 0 - Nay, 3 - Absent.

> Moved that the Board send an asking for Sites 18 and 20 and support the concepts of the seven (7) points in the PVPA/PFPA Joint Resolution.

I trust this provides the information you were seeking.

Very Truly Yours,

Jerry R. Wehrspann,
General Manager

cc: Don Johnson, Chairman
Milton Fricke, Director

CITY OF OMAHA

COUNCIL CHAMBER

Omaha, Nebr. March 25, 19 80

RESOLVED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

WHEREAS, flood control and flood plain management procedures are of vital interest to the City of Omaha and the surrounding areas; and,

WHEREAS, the devastating flood of 1964 is a vivid reminder of the need for such measures which are in the best interests of the citizens living in such areas.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

THAT, the City Council of the City of Omaha hereby supports the following efforts to provide flood control in the Papillion Creek Watershed:

(1) Develop State legislation requiring control of the water run-off in housing and/or commercial developments in the watershed.

(2) Promote the acceleration of PL566 projects under the supervision of the SCS and CAP projects of the Natural Resources District.

(3) Implement reasonable channelization measures to provide adequate run-off from the watershed.

(4) Continue enforcement of flood plain regulations by local units of Government.

(5) Seek legislation bringing Dam 20 back to active status.

(6) Urge funding and construction of Dams 15 and 18.

(7) Endorsement of Dams 19 and 21 in Sarpy County.

BE IT FURTHER RESOLVED:

THAT, this Resolution is not a commitment by the City of Omaha to participate financially in the development of recreational facilities adjoining these dams, however, the State of Nebraska, through its Game and Parks Commission, has expressed a willingness to develop recreational areas adjacent to such dam sites where local governments choose not to do so.

3CR:50

APPROVED AS TO FORM:

CITY ATTORNEY

By _____
Councilman

Adopted _____

_____
City Clerk

Approved _____
Mayor

COMMISSIONER RECORD BOOK 14 PAGE 678

RESOLUTION

WHEREAS, Sarpy County is about to lose the only chance for flood protection on the West Branch of the Papillion Creek, from a plan that meets the Federal criteria for approval and funding and is the only solution to the existing flood problem available within an established program ; and

WHEREAS, that solution is a series of three dams designated as Dam Sites #15, 18 and 20, that would be constructed by the Corps of Engineers if the County would agree to construct proper channels, build according to the Corps of Engineers specifications, control development in the flood plain and build only acceptable bridges across the Papio and its branches; and

WHEREAS, Sarpy County has complied with all its agreements and Dams #15, 18 and 20 have not been built,

NOW, THEREFORE, BE IT RESOLVED, that the Board of Sarpy County Commissioners move aggressively toencourage all entities of government within the Papio Water Shed to support our effort to have our Congressional Delegation enter Dams #15, 18 and if possible #20 in the new Appropriation Bills for the 1980-1981 Budget year and support its passage.

DATED this 26 day of Feb, 1980.

Moved by Lee W. Hike and seconded by Tom Duff that the above Resolution be adopted. Carried.

Yeas: Lee W. Hike, Ray Finch, Tom Duff, Ron Engler

Nays: None

Absent: Kenn. Dugan

MARY E. GONGER, COUNTY CLERK SEAL SARPY COUNTY, NEBRASKA

Attest: Mary E. Gonger
County Clerk

Ray Finch
Chairman, Board of County Commissioners

Mr. BEVILL. We appreciate your testimony.

Congressman Cavanaugh, we appreciate your fine presentation. We hope you will be coming back to see us after you leave us and get out there in that civilian life.

Mr. CAVANAUGH. Thank you, Mr. Chairman. I am looking forward to both getting back there and coming back to visit you from time to time.

Mr. BEVILL. Good.

MISSOURI NATIONAL RECREATIONAL RIVER BANK STABILIZATION PROJECT

WITNESS

HON. DOUGLAS BEREUTER, A REPRESENTATIVE IN THE CONGRESS FROM THE STATE OF NEBRASKA

Mr. BEVILL. We also have another distinguished colleague and friend with us, Congressman Douglas Bereuter.

STATEMENT OF CONGRESSMAN BEREUTER OF NEBRASKA

Mr. BEREUTER. Thank you, Mr. Chairman and members of the subcommittee for providing me with this opportunity to appear before you today in support of two important on-going projects that affect the First Congressional District of Nebraska.

First, I would say that I am fully sympathetic to the efforts your subcommittee must make to prepare an appropriations bill at this critical time when it is clear that government spending must be reduced and the federal budget balanced. It is with that concern in mind that I intend to focus attention on only two on-going projects which I feel to be the most important ones now affecting my District and areas surrounding my District. Although I am a member of the Water and Power Subcommittee of Interior and especially concerned with projects in these subject areas, I have resisted efforts to request funds for other projects in the District because of the fiscal conditions now facing the country.

The first project I will discuss is the Missouri River Bank Stabilization and Recreational Development Project—one of the most worthwhile and unique projects now under consideration by this subcommittee. Since this is a state line project it also involves Congressman Daschle's and Abdnor's districts. This project was originally established through Section 707 of P.L. 95–625, the National Parks and Recreation Act of 1978.

I also have a letter of endorsement from Governor Thone. We expect to have before the day is done letters of endorsement from the Senatorial delegation.

Mr. BEVILL. Those will be made a part of the record.

[The information follows:]

TESTIMONY

BY THE HONORABLE DOUG BEREUTER

TO THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
OF THE HOUSE APPROPRIATIONS COMMITTEE

March 26, 1980

Thank you Mr. Chairman and Members of the Subcommittee for providing me with this opportunity to appear before you today in support of two important projects that affect the First Congressional District of Nebraska.

I am fully sympathetic to the efforts your subcommittee must make to prepare an appropriations bill at this critical time when it is clear that government spending must be reduced and the federal budget balanced. It is with that concern in mind that I intend to focus attention on only two on-going projects which I feel to be the most important ones now affecting my District. I have resisted efforts to request funds for other projects in the District because of the fiscal conditions now facing the country.

The first project I will discuss is the Missouri River Bank Stabilization and Recreational Development Project---one of the most worthwhile and unique projects now under consideration by this subcommittee. This project was originally established through Section 707 of P.L. 95-625, the National Parks and Recreation Act of 1978.

It is a unique project mainly because it combines the efforts and planning capabilities of the Corps of Engineers and the Department of Interior. It is aimed at stabilizing a 57.9 mile stretch of the Missouri River between Yankton, South Dakota and Ponca, Nebraska. It is designed to arrest erosion while providing for wildlife mitigation projects and recreation sites along the river. This is the only portion of the Missouri River below the Gavins Point Dam that does not have extensive stabilization structures in place.

Many bank erosion control projects along the Missouri River have already been completed and have stabilized the river banks while keeping the area in a natural-looking state. But, additional funds are needed to continue the stabilization projects as farmers and landowners on both sides of the Missouri River between Yankton, South Dakota and Ponca, Nebraska continue to lose valuable land to the river.

The original concern for the project came from local citizens who observed the continuing severe erosion conditions along the open river banks. Erosion rates exceeding 90 acres per mile of bankline per year had been measured. This erosion also created ever-widening floodways and vast areas of sandbars which replaced the eroded upland forests and croplands. The bank erosion also damaged or threatened numerous public works, farms and irrigation projects along the river.

In light of the economic and environmental loss, local citizens turned to the Federal government for help. These citizens were then joined by State and Federal wildlife agencies which had also recognized the severity of the problems and saw the need for both erosion and environmental control. Out of this concern by local, State and Federal organizations and agencies came the unique plan for this particular stretch of the river which combines river bank stabilization with a Recreation River Designation.

Along with bank stabilization, seven recreation areas ranging from 15 to 180 acres have been proposed along this stretch of the river. It has already been designated a National Recreation River under the Wild and Scenic River Act. The additional funding needed would help continue the important work of preserving and developing this valuable stretch of river so that wildlife can prosper, farmers can be free of erosion from the river and the citizens of the whole area can have safe, natural recreation areas.

Mr. Chairman: one of the reasons I requested time to testify today is to update the Subcommittee on the progress of the project at this point. As I mentioned at the outset, this project is indeed unique---unique in that the Department of Interior and the Corps of Engineers are putting forth their combined efforts on the project.

Such cooperation does not always come easy on such a prototype project. In order that the partnership be successful, a Memorandum of Understanding (MOU) was drawn up to be signed by both agencies. The MOU between these agencies was initiated in November, 1978, with the Department of Interior (through the Heritage Conservation and Recreation Service) designated as the lead agency. The MOU was finally signed on February 1, 1980--- a time lapse of 13 months. Because of my concern about this delay, I wish to submit for the record the attached documentation provided to me by the Corps of Engineers and the Heritage Conservation and Recreation Service which provides their explanation of the chronology. Also, I have met with representatives of both agencies and, with the exception of Secretary Andrus' signing of the charter, the project seems to be back on track.

While I am dismayed that it took 13 months to conclude the MOU, I am even more concerned about the funding request that was not submitted by the Corps of Engineers because of this delay. As the Members of the Subcommittee are aware, there are no funds designated for the Missouri River Bank Stabilization and Recreational Development Project in the President's fiscal year 1981 budget request. That is the primary reason for my testimony today.

In testimony delivered before this Subcommittee on February 5, 1980, Lt. General J.W. Morris, Chief of Engineers, stated that the Corps of Engineers has expressed a capability of $2.2 million for this project in fiscal year 1981. In light of the unnecessary delays related to completion of the MOU and considering the fact that a budget recommendation would normally have been requested by the Corps had the MOU been completed, I respectfully urge the Subcommittee to appropriate an amount equal to the Corps' expressed capability of $2.2 million for construction purposes and $160,000 for operation and maintenance.

Mr. Chairman, I have one final point to make with reference to this project. It has to do with the local support that exists for its completion. It is near unanimous. Many of the citizens have worked long and hard for many years, and I might add, with no pay, to make this project a reality. I am concerned that this unusually fine local leadership and consensus which is so hard to achieve might deteriorate without visible steady progress. That is why it is so important to include construction funds in this year's appropriation bill.

These local citizens want to continue to play a role in the development of this project, and if the Secretary of Interior so determines, they will have that opportunity. For the sake of the project and those agencies involved I sincerely hope the Secretary signs the Charter calling for a Citizens Advisory Committee that gives them that opportunity.

With regard to the second project of interest to my District, the Otoe-Cass irrigation unit, studies to this point have shown that the economic benefits relating to the irrigation aspects of this project cannot be determined as justified.

However, the availability of this project for municipal and industrial purposes has not been fully explored. I have been in contact with the Water and Power Resources Service of the Department of Interior and have been advised that the possibilities for this project being used for these purposes are certainly feasible.

Therefore, I respectfully request that the Subcommittee also appropriate $50,000 to complete the feasibility studies on the project so that a final determination can be made.

Thank you again, Mr. Chairman. I look forward to working with you in any way the Subcommittee deems appropriate.

28 Feb 80

Prepared by Army Corps of Engineers

CHRONOLOGY

Bank Stabilization and Recreational Development, Neb and SD

10 Nov 78 — Authorized by PL 95-625 (Park Bill - DOI designated as responsible agency).

29 Dec 78 — Corps requested staff-level meeting w/USDI.

13 Feb 79 — Asst Secy Int responded to Corps.

28 Feb 79 — ASA/CW advised Congresswoman Smith of need to execute cooperative agreement with USDI per the statute. That pending that action, the responsibilities of the agencies is unclear as regards budgeting and management. That Corps capability for FY 80 could not be developed until the agreement is executed.

4 Apr 79 — Letter from Director HCRS indicating his agency had been delegated responsibility for developing the MOU and transmitted an interim MOU between HCRS and Corps. MOU provided for cooperative effort (under leadership of HCRS) to prepare an acquisition/development/management plan to include specific responsibilities of Federal, State and local agencies and individuals. NPS and USFWLS were also cited as parties to the planning effort.

7 Jun 79 — Chief of Engineers (COE) executed interim MOU.

Jun/Jul 79 — The Appropriations Committee of the House includes $2 million for construction in FY 80. The Senate Committee deletes all funds indicating that it was "premature to appropriate construction funds pending resolution of several unresolved questions and the accomplishment of sufficient preconstruction planning." The Conference Allowance includes $500 thousand for preconstruction planning FY 80.

20 Aug 79 — COE approved Division Engineers' recommendations. Recommendation highlights included: need determination; design, construction and maintain streambank stabilization features; design and construct recreation features; acquire necessary interest in lands; submit budget requirements through normal Department channels. Day-to-day recreation management responsibilities were left for cooperative planning stage.

1 Oct 79 (FY 80) — Pending final resolution of the MOU and its execution, Corps considers it unwise to obligate these funds (Corps role and responsibilities not defined).

6 Nov 79 — HCRS furnishes Corps final MOU for review and comment.

20 Nov 79 — After review within OCE, the 6 Nov 79 MOU was approved by D/CW. HCRS notified. HCRS indicates final MOU would be forwarded after execution by Sec Interior. HCRS/Interior change the language of the

6 Nov 79 MOU twice. Corps asks for status of MOU on several occasions; informed that Interior was having trouble with the language.

10 Jan 80 — HCRS transmitts the executed document to COE for signature.

1 Feb 80 — COE executes the MOU on day of return from Saudi Arabia. MOU provides for: acquisition; development; maintenance; day-to-day management of bank stabilization and recreation features by the Corps.

Mar 80 — A capability for $2.2 million in construction funds was expressed by Division Engineer for FY 81 if these funds are made available. In interim Omaha District is utilizing the $500 thousand in preconstruction funds to develop bid package.

"Pre-construction planning"

AS PREPARED BY THE HERITAGE CONSERVATION AND RECREATION SERVICE

MISSOURI NATIONAL RECREATIONAL RIVER

MANAGEMENT PLAN CHRONOLOGY

November 10, 1978--President Jimmy Carter signed Public Law 95-625 which mandated development of the plan within one year.

February 79--The Assistant Secretary for Fish and Wildlife and Parks delegated to HCRS the responsibility to develop the plan.

March 79--WASO delegated same responsibility to Mid-Continent Regional Office.

May 79--First team meeting of all involved agencies and interest groups.

June 79--Initial draft of plan completed.

July 79--Initial draft of plan released for review and comment; Second team meeting, initiated environmental assessment.

August 79--Three public meetings held to review and comment on the plan.

October 79--Missouri National Recreational River Management Plan completed.

November 2, 1979--Plan sent to WASO for transferral to Congress.

March 80--Plan sent to Congress.

Cooperative Agreement

The Cooperative Agreement provides a joint instrument to implement the Missouri National Recreational River Management Plan to preserve and protect and to make available the river's resource for public use.

Cooperative Agreement Chronology

* August 79--Corps of Engineers (Omaha District) initiated the Cooperative Agreement.

* September 28, 1979--Interagency meeting in Omaha, Nebraska to discuss and revise the initial Cooperative Agreement.

* October 5, 1979--Further revisions recommended by the U.S. Fish and Wildlife Service.

* October 30, 1979--Interagency meeting in WASO to review and finalize recommendations from U.S. Fish and Wildlife Service.

* November 7, 1979--Cooperative Agreement forwarded to the Assistant Secretary for Fish and Wildlife and Parks for approval and signature.

* November 21, 1979--Cooperative Agreement surnamed and cleared through the U.S. National Park Service and U.S. Fish and Wildlife Service.

* December 3, 1979--Cooperative Agreement returned from the Executive Secretariat for minor changes and again sent forward.

* December 28, 1979--Cooperative Agreement surnamed through Executive Secretariat.

* January 3, 1980--Cooperative Agreement surnamed through Departmental controls.

* January 4, 1980--Cooperative Agreement signed by the Assistant Secretary for Fish and Wildlife and Parks.

* February 1, 1980--Cooperative Agreement signed by the Chief of Engineers.

60-588 O - 80 - 14 (pt. 10)

Recreational River Advisory Group

The Advisory Group is to provide a means of obtaining counsel for the Secretary of the Interior, through the Assistant Secretary for Fish and Wildlife and Parks, in the development of operational and administrative policies for the 59-mile segment of the Missouri River.

Advisory Group Chronology

* September 79--Congressional support for the establishment of the Advisory Group initially expressed.

* October 79--Initial meeting and concept for Advisory Group Charter.

* November 79--Drafted Charter; Departmental Review and Comment.

* December 79--Revision of Charter which included Mid-Continent Region's comments.

* January 80--Charter finalized.

* February 80--Forward to the Secretary of the Interior following the signing of the Cooperative Agreement.

EDWARD ZORINSKY
NEBRASKA

COMMITTEES:
AGRICULTURE, NUTRITION, AND FORESTRY
CHAIRMAN, SUBCOMMITTEE AGRICULTURAL CREDIT AND RURAL ELECTRIFICATION
SUBCOMMITTEE AGRICULTURAL PRODUCTION, MARKETING AND STABILIZATION OF PRICES
SUBCOMMITTEE FOREIGN AGRICULTURAL POLICY

United States Senate
WASHINGTON, D.C. 20510

FOREIGN RELATIONS COMMITTEE
CHAIRMAN, SUBCOMMITTEE WESTERN HEMISPHERE AFFAIRS
SUBCOMMITTEE, ARMS CONTROL AND INTERNATIONAL OPERATIONS
SUBCOMMITTEE EAST ASIAN AND PACIFIC AFFAIRS

March 26, 1980

Honorable Tom Bevill
Chairman
Subcommittee on Energy & Water Development
Committee on Appropriations
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

We respectfully request that $2.36 million be appropriated for the Missouri River Division of the Corps of Engineers for the implementation and development of the Missouri River Recreation River project authorized by the P.L. 95-625. The Corps' budget testimony has already indicated that the Omaha District has the capability to use this amount.

The Recreation River involves participation and coordination by both the Corps of Engineers and the Interior Department. Development of the project has involved both interagency cooperation and the active participation of the public. The project has not only enjoyed widespread, enthusiastic local support since its inception, but the state governments of both South Dakota and Nebraska have backed the project from the start.

The management plan and cooperative agreement were approved by Secretary Andrus on March 18th and transmitted to Congress. The charter for the project's citizen advisory group is now before the Interior Secretary awaiting signature. According to the status report prepared by the Heritage Conservation and Recreation Service, meetings have been held and preliminary work is being developed to carry out the cultural resources inventory and the fish and wildlife inventory. Preliminary guidelines to establish standards for issuance of Section 10 and Section 404 permits also are presently being reviewed. Seven sites have been indentified by the Corps as areas with critical erosion problems and are being reviewed to assist in determining a priority for bank stabilization work. A meeting will be held in Yankton with the Management Plan team on April 10th.

To maintain the progress already made on this project and assure continuity in the project's development, the necessary monies must be appropriated for the work in Fiscal Year 1981. We are all committed to a lean

budget and we believe that a lean budget should reflect the high priority that this project has received from state and local governments, the public, and Members of Congress representing the area. We therefore strongly urge the Subcommittee to provide the necessary funding for this important and much-needed project.

With best wishes,

Sincerely,

Edward Zorinsky
United States Senator

J. James Exon
United States Senator

George McGovern
United States Senator

Larry Pressler
United States Senator

CHARLES THONE
GOVERNOR



STATE OF NEBRASKA

LINCOLN 68509
March 21, 1980

The Honorable Tom Bevill
Energy and Water Development Subcommittee
Committee on Appropriations
U. S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

The purpose of this letter is to endorse the Administration's Fiscal 1981 budget requests for all projects involving Nebraska that are under the jurisdiction of your Subcommittee.

In addition, it is my understanding that the U. S. Army Corps of Engineers has a capability of $2.2 million for construction work on the Missouri River from Gavins Point Dam to Ponca, Nebraska, which has been designated a National Recreation River. I would ask that you approve this amount.

Your favorable consideration would be deeply appreciated.

Sincerely,

CHARLES THONE
Governor

CT:rmb

Mr. BEVILL. Thank you very much for a fine presentation, and certainly this subcommittee will work with you.

Mr. BEREUTER. This is a 57.9-mile-long project located between the first of the Pick-Sloan dams on one end and the channelized portion of the Missouri River on the other. It requires the cooperation of the Corps of Engineers and the Department of Interior's HCR's. Nothing involving cooperation among agencies comes easy, especially where that kind of cooperative project is a prototype attached.

I have a chronology of events which explains some of the long delays we have seen. We now have reached the point where the project seems to be ready for implementation. Only one procedural matter is left remaining; that is, the approval of a charter for a citizen's advisory group to be established by the Secretary of the Interior. I understand that will be accomplished shortly.

To give you some idea of what is happening to the shoreline right now, I would note that erosion rates are exceeding 90 acres per mile on the bankline. Most of that erosion is taking place on the Nebraska side.

The erosion has created ever-widening floodways and vast areas of sandbars which replaced the eroded upland forests and croplands. The bank erosion also damaged or threatened numerous public works, farms and irrigation projects along the river.

We brought all these people together, and we have, I believe, nearly unanimous or unanimous endorsement of the project as it is now proposed. I would hate to see that go because of a 13- or 14-month delay in the execution of the memorandum of understanding.

Because of the long delay in executing the memorandum of understanding, the Corps of Engineers has not submitted a funding request for actual construction. I certainly wouldn't want to see a break in continuity because I am concerned about an erosion of the current concensus.

The second ongoing project I would like to mention is entitled the Otoe-Cass Irrigation District, the southeast portion of the state. There is currently a study underway resulting from a $75,000 appropriation coming out of conference last year. The current study is strictly limited to irrigation, although it may not be economically feasible.

Initial approval from this committee was for $150,000. Because of the compromises made, it was reduced to $75,000. Therefore, it was anticipated this project would spill into a second fiscal year. Since that time, it has become quite evident to a number of communities, 7 or 8 of them, and two rural water districts, that there is a substantial ground water problem—quantity and quality. So, these municipalities and districts are casting around for municipal and industrial water.

We would like to see this project continued for its final phase, the second part, under a $50,000 appropriation, to include the feasibility of looking at municipal and industrial water use as well as irrigation uses. This project would use Missouri River water.

That completes my presentation.

Mr. BEVILL. Thank you for a fine presentation.

Mr. MYERS. The Nebraskans are fortunate to have 100 percent delegation support, the support of the Governor and to be led by a distinguished subcommittee member, Mrs. Smith.

You Nebraskans are fortunate. I wish Indiana could say as much.

O'NEILL UNIT, NEBRASKA

WITNESSES

ALFRED T. DRAYTON, O'NEILL, NEBRASKA, PRESIDENT, NORTH CENTRAL NEBRASKA RECLAMATION AND NIOBRARA BASIN IRRIGATION DISTRICTS

D. C. EVANS, SPRINGVIEW, NEBRASKA, VICE PRESIDENT AND TREASURER, NORTH CENTRAL NEBRASKA RECLAMATION DISTRICT

Mr. BEVILL. Mr. Drayon, you may submit your statement, summarize it or however you would like to do it. We have allotted you five minutes.

Mr. DRAYTON. I want to thank you, Mr. Chairman and members of the committee, for your past support and taking time to hear us again today. I especially want to thank our Congresswoman, Virginia Smith, who we are surely happy to have represent us.

Mr. BEVILL. She is doing a great job.

Mr. DRAYTON. We realize that.

In the past year we have held elections on two different subjects regarding our project, contracting reclamation in the government, the irrigation district in the government, and the contract between the two which we have to have by law.

The elections ran almost four to one in favor of what we were asking to do. That is a high percentage. We are still a court, in process of satisfying two items—alternatives to the project and dam safety.

The bureau has been drilling test holes in the dam site for several months, many months. Since we were here last year, we have had drillings to satisfy the court, and they are going to do some design work on the base of the dam to make sure that it is surely safe.

The alternatives, the bureau has contracted with a company in Colorado to do a study. They made several trips into the area. While I don't know the outcome of it, I feel it will be satisfied in court the next time.

We eventually hope to be able to put some electricity into the project with the excess water. However, that can't be studied until we are out of this court thing. But we would like to have some money available, so they can do it after the first of the year.

We think we will be out shortly after the first of the year.

The reclamation district and the irrigation district intervene in the lawsuits that we are up against and we have spent some over $65,000 of the district's money supporting furnishing attorneys. I think that shows the willingness of the people at home to pursue this.

I think maybe that is going to be all the time we will take. If there are any questions, we will be glad to answer them.

Mrs. SMITH. Mr. Chairman, if I might add, these two gentlemen, Mr. Drayton and Mr. Evans, have spent thousands, I would dare

say hundreds of thousands of hours of their time and effort in the interest of this project, which means so much to our area.

I am sure every member of the committee will look through the letters representing a broad spectrum of citizens of our area, speaking of dedication to this project, which incidentally has one of the finest cost benefit ratios in the country, 2.7 to 1.

Mr. BEVILL. Thank you, Mrs. Smith. We will put those in the record.

[The information follows:]

Niobrara Basin Irrigation District



STATEMENT SUPPORTING APPROPRIATION FOR THE O'NEILL UNIT, A 77,000 ACRE MISSOURI BASIN PICK-SLOAN PROJECT FOR FY '81, BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT ON APPROPRIATIONS, UNITED STATES HOUSE OF REPRESENTATIVES.

Those appearing:

Dayle Williamson, Lincoln, Nebraska, Executive Secretary, Nebraska Interagency Water Coordinating Committee

Howard Hardy, Nebraska Natural Resources Commission

Jack Odgaard, Executive Secretary, Nebraska Water Resources Association

D.C. Evans, Springview, Nebraska, Vice President and Treasurer, North Central Nebraska Reclamation District

Alfred T Drayton, O'Neill, Nebraska, President, North Central Nebraska Reclamation and Niobrara Basin Irrigation Districts

Niobrara Basin Irrigation District



STATEMENT OF ALFRED T. DRAYTON, O'NEILL, NEBRASKA, PRESIDENT OF THE NORTH CENTRAL NEBRASKA RECLAMATION DISTRICT AND NIOBRARA BASIN IRRIGATION DISTRICT, IN SUPPORT OF THE O'NEILL UNIT, PICK-SLOAN MISSOURI BASIN PROGRAM, NEBRASKA, BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT OF THE UNITED STATES HOUSE OF REPRESENTATIVES.

The Honorable Tom Bevill, Chairman

Mr. Chairman and members of the subcommittee, my name is Alfred T. Drayton of O'Neill, Nebraska. I am President of both the North Central Nebraska Reclamation and the Niobrara Basin Irrigation Districts' Boards of Directors. Those legal entities sent us here to request your support for appropriations of $2,100,000 as proposed in the President's budget for fiscal year 1981 to continue construction of the multiple-purpose O'Neill Unit.

The boards of directors and our constituents are sincerely appreciative of the previous actions of this committee in providing funds for the unit. Construction started in 1976, but early in 1977 the United States District Court enjoined the Department of Interior from further construction work until the Final Environmental Statement had been supplemented to correct four issues the Court found deficient. No actual construction has occurred since that time. A supplement to the Final Environmental Statement was completed and filed in June of 1978. At a trial on a motion to have the injunction lifted, the Court found two of the issues still inadequate and refused to terminate the injunction. A second supplement to address these two remaining issues is now scheduled for completion by December 1980. Hopefully sufficient funds can be made available so that construction can be resumed as soon as the injunction is lifted. Our district has spent over $65,000 to assist in these environmental lawsuits and the litigation is not yet complete. This money comes from taxes that the people in the reclamation district have levied on themselves. They are understandably impatient to get on with project construction.

Local and State support remains strong. Convincing evidence of the local support was provided in recent elections held for approval of the financial obligations in the repayment contracts between the irrigation and reclamation districts and the United States and the water service contract between the two districts. The local electors supported these propositions by about a 4 to 1 majority. State support is evidenced by the attached letters. The cost of the above elections is in excess of $18,000.

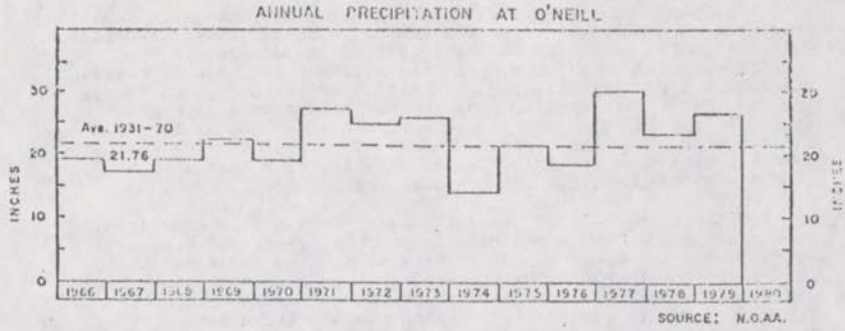
As in the past, we are including hydrographs from the two automatic recorders on ground-water observation wells in our area. You will note that there has been a leveling off of the decline in the O'Neill well and some recovery in the Atkinson well due to greater than average precipitation in the last three years. I would call your attention to a similar response to greater than average precipitation in 1971-1973 but at a higher ground-water level. It is obvious that the overall ground-water level decline persists. Each year the need for ground-water stabilization that will be provided by the O'Neill Unit becomes more critical.

Related to the problem of declining water levels is a problem with ground-water quality as reported to you last year. Studies done by the Water and Power Resources Service for the environmental statement show that without the project, and with continued ground-water irrigation, ground-water quality in our area will decline to the point that it eventually will be unusable for domestic or irrigation purposes. Introduction of surface water by the project will greatly alleviate this problem. The precedent-setting Memorandum of Understanding between our reclamation and irrigation districts and the United States to implement best management practices is an additional step to assure everything possible is being done to maintain our ground-water quality and reduce energy requirements. However, without the project, neither of these measures can be put into effect.

In these times of concern for our energy problems, it should be noted that implementation of the O'Neill Unit will contribute substantially to savings in energy needed for irrigation in our area. Substitution of surface water from the project for water now being, or to be, pumped from the ground water, and reduction of pumping head for those private irrigators who will continue to pump from the ground water, will result in considerable savings in energy. Even considering energy requirements to construct and operate the project, and some project-caused loss of power production at two downstream hydroelectric powerplants, the O'Neill Unit is energy conserving. In addition, some 26,000 acres not having a suitable aquifer for irrigation pumping will be irrigated by the project.

In past years we have provided to you the justification for construction of the O'Neill Unit. That need becomes more critical each year. In the past you have responded with your support. We respectfully request your continued support for construction of the O'Neill Unit.

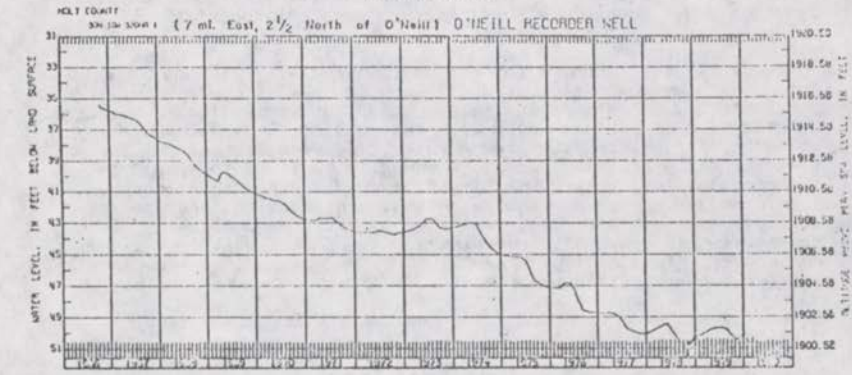
ANNUAL PRECIPITATION AT O'NEILL

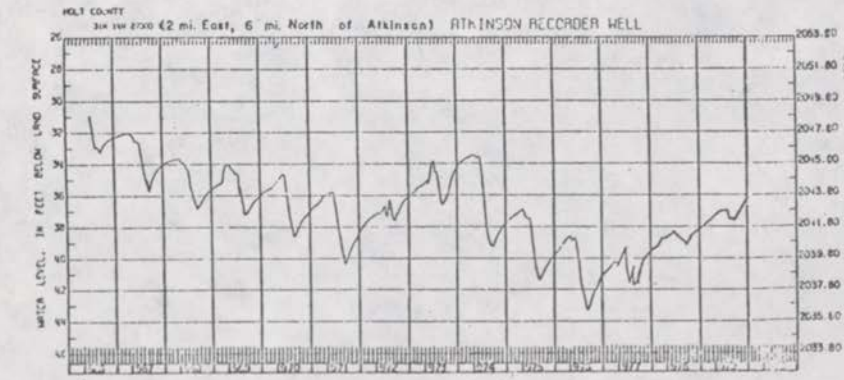


SOURCE: N.O.A.A.

GROUNDWATER LEVELS

SOURCE: U.S.G.S.





FEBR. 1980

INSTITUTE OF AGRICULTURE AND NATURAL RESOURCES
THE UNIVERSITY OF NEBRASKA-LINCOLN
LINCOLN, NEBRASKA 68588

Institute of Agriculture and Natural Resources

March 15, 1980

Reply to:
VICE CHANCELLOR
310 Administration Bldg.
City Campus
Phone 402-472-3902

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

Mr. Alfred Drayton, President of the North Central Reclamation District of O'Neill, Nebraska informs me that the hearings for the Bureau of Reclamation's O'Neill Unit will be held by your subcommittee beginning March 25. Since this project has received funds from the Congress to begin construction and President Carter's FY 1981 budget has recommended $2,100,000 for this project, it appears the O'Neill Unit is on the threshold of being built after more than 20 years in various stages of planning.

During the past four years that I have been in Nebraska, I have traveled the state extensively and I have talked with many individuals and groups. My travels, observations and discussions have convinced me that our state's water resources are vital to the economic and social well-being of the people of Nebraska. Nebraska's growth in irrigated acres during the past 15 years has been phenomenal, increasing from 2.9 million acres in 1965 to approximately 7.0 million acres at this time.

I am convinced that we need to make effective and efficient use of both our surface and ground water resources in Nebraska. Our faculty in the Institute of Agriculture and Natural Resources presently have several research and extension projects in progress aimed at improving our irrigation efficiency. Currently nearly six of every seven acres irrigated in Nebraska are dependent upon wells using ground water with only one of every seven acres irrigated from surface water sources. We need to utilize the off season high flows in our streams and rivers through storage reservoirs for irrigation, for ground water recharge, and for recreation and wildlife habitat improvement.

Although the University of Nebraska does not have an official position on this matter, I am convinced that the proposed project would enhance the further development of Nebraska water resources and contribute to the state's economy. We trust that you and your committee will give serious consideration to this project.

Sincerely yours,

M. A. Massengale

M. A. Massengale
Vice Chancellor

Nebraska State Legislature

Unicameral
Lincoln, Nebraska 68509

SENATOR MAURICE A. KREMER

District No. 34
1415 Seventh Street
Aurora, Nebraska 68818

Legislative Address:
State Capitol
Room 2015
Lincoln, Nebraska 68509
Telephone (402)471-2630



COMMITTEES

Chairman, Public Works
Education
Nebraska Transportation Advisory
Legislative Council

EIGHTY-SIXTH LEGISLATURE

February 28, 1980

The Honorable J. Bennett Johnston, Chairman
Senate Appropriations Subcommittee on Public Works
1255 Dirksen Office Building
Washington, D. C. 20510

Dear Senator Johnston:

More and more Nebraska is becoming dependent upon her surface and underground water. The use of water for irrigation has developed to the place where Nebraska has over six million acres under irrigation. This means we are third in the nation with irrigated acres. Nebraska is definitely an agricultural state and like other High Plains states her economic stability rests almost solely on our water supply.

Four-fifths of our water for irrigation comes from the underground supply. In many areas, like in the O'Neill area, the groundwater is being mined. The storage of surface water in Nebraska has been a great aid in recharging the underground supplies.

Our legislative Public Works Committee has done a tremendous lot of work to do what we can to be sure that Nebraska does not run out of water. Unless we capture more of the water in our streams, we believe we are facing a rather bleak future. As Chairman of this committee I solicit your support to the President's FY 81 budget containing $2,100,000 for the O'Neill Unit. Nebraska definitely needs this project. May I again emphasize how important this is to the future of our state. We believe the O'Neill Unit, if and when completed, will mean so very much to the future well-being of our state.

Sincerely yours,

Maurice A. Kremer

Senator Maurice A. Kremer

MAK/hm

O'Neill Area Chamber of Commerce

430 E. Douglas

P. O. Box 407
O'Neill, Nebraska 68763

Phone 336 2355

March 5, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

We, the O'Neill Area Chamber of Commerce feel that the O'Neill Unit, or Norden Dam Project, is still very feasible and necessary for the continued growth of the O'Neill area and ask that you vote for continued funding.

Normal precipitation in the O'Neill area is 22.3 inches, far from sufficient to raise crops. As you are probably aware, the O'Neill area is totally dependent on agriculture. When drought hits this area as it has the past 5 years, we in O'Neill find that, not only is this bad for the established businesses but for the newly started businesses which fail because of the slow farmer-rancher trade.

People in this area are working on ways to conserve the groundwater in the area but there is still a need for surface irrigation if the area is to continue and prosper.

We hope your committee will take decisive action in funding this vital project.

Sincerely,

Dorotha Mudloff, President
O'Neill Area Chamber of Commerce

Dorotha Mudloff

DM/clp

Village of Springview
Springview, Nebraska 68778
March 7, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

As a "City Father" of this community I feel there are some very good reasons the O'Neill Unit should be completed as soon as possible.

Upon study of past projects of this kind these developments have helped a community grow and would certainly develop a better future for the younger generation of this community. From these studies it has been proven that projects of this kind are repaid by the landowners within the irrigation project.

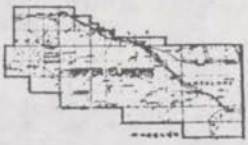
The O'Neill Unit would provide a sorce of water to farm ground presently farmed but inadequate water supplies prohibit the development of irrigation. This project was developed so that flood irrigation could eliminate nearly all water pumping costs. By so doing precious energy supplies would be conserved.

If this project had been completed when it was originally proposed it would have been much more feasible with todays inflation. In turn if the project is completed it will be fensible with inflationary years to come.

Sincerely,

Glen Hallock

Glen Hallock
Village Board Member



Upper Elkhorn
Natural Resources District

P. O. Box 365, O'Neill, Nebraska 68763
Business Office, Courthouse Annex — 336-3867

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

The Board of Directors of the Upper Elkhorn Natural Resources District are asking that you support the President's request for the 1981, funding of the O'Neill Irrigation Unit.

The Board has always been in favor of the O'Neill Project not only for the direct benefits to the irrigators but also for recharging our declining underground water supply and lowering the nitrate level in the underground water.

The O'Neill Unit is a Reclamation repayment program and not a give-away deal. The local people will repay the loan by direct payments and increased taxes generated by the project. The benefit cash ratio is one of the best in the nation being 2.5 to 1.

The water to be used for this project is now being wasted. The Project would have a tremendous economic impact on the immediate area as well as adding to the foreign sales of agricultural products and an energy saving between one third and one half.

Sincerely,
Brock Reynoldson, Mgr.
Board of Directors of the
Upper Elkhorn N.R.D.

Enhancing Natural Resources For The Benefit Of All People



DISTRICT OFFICE
526 East 1st
Valentine, Nebr. 69201
Telephone 376-3241

SUB OFFICE
232 W. 1st
Ainsworth, Nebr. 69210
Telephone 387-2166

February 20, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20510

SUBJECT: O'NEILL PROJECT ON THE NIOBRARA RIVER IN NEBRASKA

Sir:

The proposed O'Neill Irrigation Project lies partially within the boundaries of the Middle Niobrara Natural Resources District. We wish to re-affirm our support of the development of this project, visualizing it as an aid to the conservation of ground water and beneficial to the optimum management of the water resources for the production of food and fiber for present and future generations.

Sincerely yours,

F. D. Graff
General Manager
(For the Board)
Middle Niobrara Natural Resources District

FDG/ma



OFFICE OF THE
County Clerk

LEIGH REYNOLDSON
CLERK

IRENE BROWN
DEPUTY

O'Neill, Nebraska 68763

March 4, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

We respectfully ask your support of the President's request for the 1981 funding of the O'Neill Irrigation Unit.

As the Holt County Board of Supervisors, we are vitally interested in improving the economy of our area which this project would certainly do. We need this project to stabilize the ground-water levels and the quality of the ground-water. We would be using river water which now is a wasted resource. The recreational use of the reservoir will be many times greater than the small amount of river to be inundated. This project has the best benefit cost ratio of any and would save one-third to one-half in energy costs.

Respectfully yours,

Harold A. Melch...
Holt County Board of Supervisors

PROGRAMS
Erosion Prevention
Floodwater and Sediment Control
Flood Prevention
Soil Conservation
Pollution Control
Ground and Surface Water
Wildlife Habitat
Recreation and Parks
Forestry and Range



PHONE: (402) 775-2343

LOWER NIOBRARA
NATURAL RESOURCES DISTRICT
P.O. BOX 350
BUTTE, NEBRASKA 68722

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works SubCommittee
Committee on Appropriations
House of Respresentatives
Washington, D.C. 20515

Honorable Mr. Chairman:

The Lower Niobrara Natural Resources District wishes to reaffirm their previously stated position by a vote of 10 to 4 in support of the O'Neill Unit.

As residents of the Niobrara Basin we wish to see the waters of the Niobrara used in an effective and efficient manner. We feel this can best be accomplished by using it within the basin area as the O'Neill Unit proposes to do.

We feel consideration should be given to transportation of project water by enclosed conduit. We also feel adjoining property owners should have access to the water and power generation possibilities should be assessed.

Sincerely,

Norris C. George
Chairman, LNNRD Board of Directors

NG/vf

March 11, 1980

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

The Keya Paha County Board of Commissioners hereby affirms their position as to the construction of the O'Neill Unit.

The O'Neill Unit would increase the productivity of Keya Paha County, as well as having many other overall benefits. The tax base of the county would also be increased by the construction of the O'Neill Unit.

The O'Neill Unit would enhance the habitat for the wildlife of the area and the community well being in general.

Sincerely,

Larry Shepperd

Larry Shepperd
Chairman of Keya Paha County
Board of Commissioners



The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Mr. Chairman:

I understand President Carter's FY81 budget includes $ 2,100,000 for the construction of the O'Neil Unit in Nebraska.

I believe the O'Neil Unit to be a sound project, mainly because (1) the benefit cost ratio is one of the best in the nation (2.5 to 1). (2) There is plenty of water in the river after instream needs are met, thus the excess water is now wasted. (3) Irrigated agriculture is the life line of Nebraska. (4) The O'Neil Unit was never on President Carter's "Hit List".

I am a firm believer that construction of projects like the O'Neil Unit is an investment in the future of our State and Nation. I have read that taxes generated each year and received by the U. S. Government from Bureau of Reclamation projects in the North Platte Valley of Western Nebraska are equal to the total cost of the projects each year.

I have been working with irrigation districts and irrigation for forty years, I think I know what it is all about.

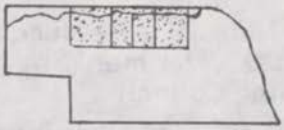
I urge you and your committee to approve President Carter's request for $ 2,100,000 for the O'Neil Unit.

Respectfully yours,

Keith Davis

Keith Davis

KD/cf



REGION 24
Council of Governments
Box 206
(402) 387-1313
Ainsworth, Nebraska
69210

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Honorable Tom Bevill:

The O'Neill Irrigation Unit, located in Holt, Rock, Brown, Keya Paha and Cherry Counties, was authorized for construction by Congress on October 20, 1972, and construction officially began on May 24, 1976. Congress has appropriated funds for construction every year since 1972. The O'Neill unit is one project that has never been on Carter's Hit List for ill-funded projects. This project started with the local people in Nebraska and is an investment in the future of Region 24. The cost of the loan will be repaid by the local people by direct payments and the increased taxes generated by the project. The increased taxes will have a direct impact on Nebraska economy. Since real estate taxes on individual property with a semi-fixed income-producing level can only be increased so far without serious economic hardship, it is important to broaden the tax base by increasing the income-generating ability of the land.

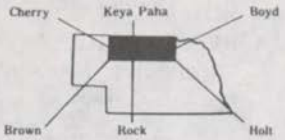
In addition to increased recreation opportunities, fish and wildlife conservation, increased irrigation, replenishing the ground water, and flood control, a very important part in these times of energy conservation would be the generation of hydroelectric power. It is anticipated that the energy generated would be greater than these counties could use and this overflow would be sent to other counties. I feel that if a source such as hydroelectric power can be utilized, that government should do everything they can to assist in this and protect the other natural resources such as coal, oil and gas.

Therefore, the Region 24 Council of Governments urges your continued support for the O'Neill Unit.

Sincerely,

Cheryl Mizner
Acting Director
Region 24 COG

CM/ kh



North Central Nebraska Resource Conservation Development and Planning Council

P. O. Box 130, Bassett, NE. 68714 Phone (402) 684-3346

February 27, 1980

County Governments
Boyd
Brown
Cherry
Holt
Keya Paha
Rock

Natural Resources Districts
Upper Elkhorn
Lower Niobrara
Middle Niobrara
Upper Loup
Lower Loup

Cities and Villages
Ainsworth
Atkinson
Bassett
Bristow
Butte
Chambers
Cody
Emmet
Ewing
Inman
Johnstown
Kilgore
Long Pine
Lynch
Merriman
Naper
Newport
O'Neill
Page
Spencer
Springview
Stuart
Valentine

Special Interest Groups

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Chairman Bevill:

Our RC&D Council realizes the future benefits of a project such as the O'Neill Unit to our area in north central Nebraska and wholeheartedly endorses it. This letter is to encourage you to support continued funding of the Unit in upcoming appropriations legislation.

One of our Council's objectives is to promote the beneficial use of the area's ground and surface water resources. The O'Neill Unit will reverse the existing and future groundwater mining of limited water resources in the Keya Paha and Holt County service areas...underground water which is either declining, deficient or non-existant.

The irrigation development made possible by the O'Neill Unit would create new employment opportunities for the area's young people. It would also provide a much-needed recreational facility in north central Nebraska in the Norden Dam reservoir.

We Nebraskans need to fully utilize our water resources while diligently employing management systems that reduce consumptive uses and conserve the resources. The O'Neill Unit will impound and provide water for use within the basin which otherwise would be lost to the watershed and Nebraska.

We appreciate your consideration of support for this vital resource development.

Yours truly,

Larry Shepperd

Larry Shepperd
Council President

la

SERVING NEBRASKA

the central nebraska public power and irrigation district

post office box 356 lincoln at fourth HOLDREGE, NEBRASKA 68949

February 28, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

This letter will advise you of our support for the O'Neill Unit, a water storage and irrigation project in Nebraska.

The importance of this project cannot be overstated. It will enhance the environment, stabilize groundwater levels, enhance the area's economy, save energy and improve groundwater quality.

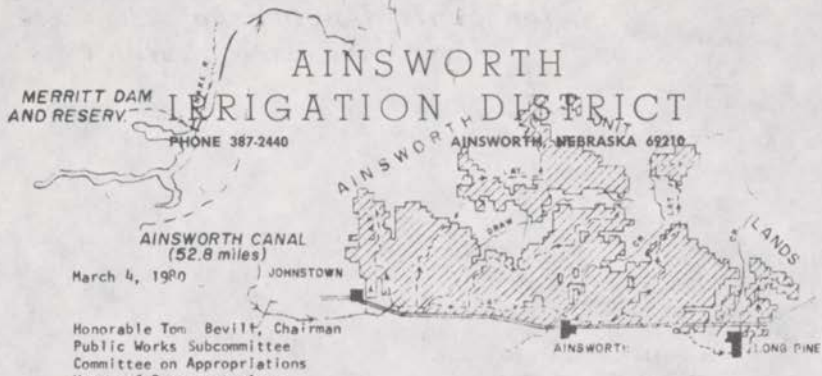
I urge your committee to approve $2,100,000 for O'Neill as requested in the President's FY81 budget.

Sincerely,

Don Long
Assistant to the General Manager

DL:mb

AINSWORTH
IRRIGATION DISTRICT
PHONE 387-2440
AINSWORTH, NEBRASKA 69210



March 4, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill,

The Ainsworth Irrigation District project, has been in operation since 1967 and has proven to be a necessary tool in stabilizing the economy in the Ainsworth area and also assists in the stability of the state of Nebraska. It assures 34,500 acres in the project of an ample water supply for their crops and also assures numerous well irrigators of an ample water supply through the ground water recharge from the project.

The Ainsworth Irrigation District project will deliver in 1980, 1.38 acre feet per acre, at a total cost per acre, Class 1, $14.50, Class 2, $12.50, Class 3, $10.50, this is the annual repayment cost per acre and operation and maintenance of the project. The average farmer that is irrigating from a well, that is lifting water 100 feet, is paying a fuel cost of twenty to twenty-five dollars per acre foot. This, you can see, the Ainsworth project is operating very economically and we are proud that we have our project and are able to deliver water to the farmers at this cost.

We feel that if the O'Neill Unit can continue to be funded, that the farmers in that Unit can also benefit the same as the farmers in the Ainsworth Irrigation District have. Projects such as the O'Neill, must continue to be built in the future, if we are going to maintain a food supply in the future, as the farmers have in the past.

Therefore, the Ainsworth Irrigation District, goes on record in supporting the approval of the appropriations in President Carter's fiscal year 1981 budget for the sum of $2,100,000.00 for the O'Neill Unit and we urge you to support these appropriations.

If any of your committee, feel that we may have any information to help you on a decision, please feel free to contact us or call collect, area code, 402-387-2440 and we will be happy to assist you.

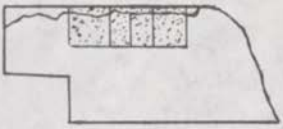
Sincerely yours,

Brent Johnson

Brent Johnson, Vice-President
Board of Directors
Ainsworth Irrigation District

Donald C Zwiebel

Donald Zwiebel, President
Board of Directors
Ainsworth Irrigation District



REGION 24
Council of Governments
Box 206 Ainsworth, Nebraska
(402) 387-1313 69210

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Honorable Tom Bevill:

The O'Neill Irrigation Unit, located in Holt, Rock, Brown, Keya Paha and Cherry Counties, was authorized for construction by Congress on October 20, 1972, and construction officially began on May 24, 1976. Congress has appropriated funds for construction every year since 1972. The O'Neill unit is one project that has never been on Carter's Hit List for ill-funded projects. This project started with the local people in Nebraska and is an investment in the future of Region 24. The cost of the loan will be repaid by the local people by direct payments and the increased taxes generated by the project. The increased taxes will have a direct impact on Nebraska economy. Since real estate taxes on individual property with a semi-fixed income-producing level can only be increased so far without serious economic hardship, it is important to broaden the tax base by increasing the income-generating ability of the land.

In addition to increased recreation opportunities, fish and wildlife conservation, increased irrigation, replenishing the ground water, and flood control, a very important part in these times of energy conservation would be the generation of hydroelectric power. It is anticipated that the energy generated would be greater than these counties could use and this overflow would be sent to other counties. I feel that if a source such as hydroelectric power can be utilized, that government should do everything they can to assist in this and protect the other natural resources such as coal, oil and gas.

Therefore, the Region 24 Council of Governments urges your continued support for the O'Neill Unit.

Sincerely,

Cheryl Mizner

Cheryl Mizner
Acting Director
Region 24 COG

CM/ kh

Telephone 497-3716
Area Code 402

Springview, Nebraska
68778

The First National Bank
of Springview

March 14, 1980

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committe on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Mr. Chairman:

Representing the First National Bank of Springview, Nebraska, I would like to express my opinion concerning the Norden dam and associated O'Neill irrigation project. I would like very much to see the tremendous potential of this project harnessed and put to use in this area. Aside from conserving this natural resource, the creation of all business activity and jobs connected with a project such as this, would be a great and needed incentive to stop the out-migration of our young people.

Sincerely,

David Van Metre

David Van Metre, Cashier

THE FIRST NATIONAL BANK
ESTABLISHED 1884

O'NEILL, NEBR. 68763

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Mr. Chairman:

We, again, urge your Subcommittee to support the President's request for the 1981 funding of the O'Neill Unit.

Foreign sales of ag products continues to be number one in effecting a balance in this country's trade deficit. The completion of the O'Neill Unit is a "must" if our area is to continue to produce within it's capabilities. We need to re-charge and stabilize our ground-water levels which this project, when completed, will accomplish. The water flowing out of this state is now a wasted resource.

We will appreciate any assistance you and your subcommittee can provide for the continued funding of the O'Neill Unit. This project is vitally important to the economy of this area, this State and to the nation.

Sincerely yours,

John C. Watson
President

JCW/ob

O'NEILL PRODUCTION CREDIT ASSOCIATION

MAIL ADDRESS: P. O. BOX 330, O'NEILL, NEBRASKA 68763, PHONE 336-1962

February 27, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Re: O'Neill Irrigation Unit

Dear Congressman Bevill:

This letter is written in support of the O'Neill Irrigation Unit which is to come up for a hearing before your Appropriations Committee perhaps in late March, 1980.

I have lived and worked in the O'Neill area for nearly thirty years. In my work, loaning money to farmers and ranchers, it has been obvious that irrigation development has had a favorable economic benefit in the area. Towns in the area have grown, young people have found employment, businesses have sprung up. Land once unable to support a declining population became productive and reversed the flow of young people from the area. Many young families are now able to support themselves on the land.

Irrigation development provides some stability for agriculture. The O'Neill Unit will assure an adequate water supply in this area for years to come. With its completion, the project will help control the flow of water downstream as well.

Our nation should indeed be grateful to people like yourself who have the foresight to recognize the importance of projects like the O'Neill Unit. Only with the dedication you have displayed repeatedly can these important investments take place. Your past support of the O'Neill Unit is deeply appreciated, and I request the project continue to receive your support.

Sincerely yours,

Wm. S. Mattern, President
O'Neill Production Credit Association

M/v

The Commercial National Bank
P. O. Box 6
Ainsworth, Nebraska, 69210

March 12, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill:

It is my understanding that the House Appropriation Committee will be holding hearings on President Carter's budget in March.

The budget includes $2,100,000.00 for the O'Neill Unit of the Niobrara Basin Irrigation District, which we feel is very important to the State of Nebraska and more particularly to our area. The project is an investment in the future of Nebraska.

The benefit cost ratio of the O'Neill Unit is one of the best in the nation at 2.5 to 1. In an agriculture state like Nebraska, it is important that we use our water to promote economic well-being of our citizens.

I would appreciate you considering my views on this project and urge your support.

Thanking you.

Sincerely yours,

Roger L. Weiss
President

RLW/db

CITIZENS STATE BANK
ARAPAHOE, NEBRASKA
68922

February 26, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Re: Appropriation for the O'Neill, Nebraska Project

Dear Congressman:

I am writing this letter asking you to support the $2,100,000 appropriation which President Carter has recommended for the O'Neill Unit in his FY81 budget.

My reason for supporting this project is not a selfish one as Arapahoe is in a completely different area of the state. My home is in the highly developed Republican River Basin, so I am well aware of the economic and recreational benefits which result from irrigation and flood control projects. Since repayment contracts are involved, I look upon this type of development as an investment in the future of America, not just another give-away program. In my estimation, the salvation of our country will be our ability to produce food. Consequently, I am in favor of any project of this type which has a favorable benefit cost ratio.

I again strongly urge you to support the appropriation for the O'Neill Project.

Yours very truly,

Roland E. Emmett, President
Citizens State Bank
Arapahoe, Nebraska

REE:gs

415 Nebraska Avenue Box 437 Phone 308-962-7255

THE O'NEILL NATIONAL BANK
CAPITAL AND SURPLUS $400,000.00
O'NEILL, NEBRASKA

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

In re: The O'Neill Unit, Niobrara Basin Irrigation District

My concern for the O'Neill Unit prompts me to write this letter.

The O'Neill Unit has a cost ratio of 2.5 to 1, making it one of the most rewarding in the nation. The energy saving will be 33 to 50 per cent.

At present, the excess water to instreams is a wasted resource. It is imperative that we recharge to prevent serious effects on the ground water quality.

The importance of irrigated agriculture in Nebraska cannot be underestimated. The beneficial economic impact cannot be overstated.

I ask your consideration and support of the O'Neill Unit.

Respectfully,

W. D. Melena
Vice President

Law Offices
CROSBY, GUENZEL, DAVIS,
KESSNER & KUESTER
Lincoln Benefit Building
Lincoln, Nebraska 68508
(402) 475-5131

Robert B. Crosby
Thomas R. Pansing (1917-1973)
Robert C. Guenzel
Donn E. Davis
Theodore L. Kessner
William D. Kuester
Steven G. Seglin
Mark D. McGuire
Donald L. Dunn
Matthew R. Dalton

Jack M. Pace
of Counsel

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

Subject: O'Neill Unit

I write this letter as a former Governor and Lieutenant Governor of Nebraska, and a former Speaker of its Legislature. Although from time to time my law firm has been employed by supporters of the O'Neill Unit, you should know that I have strongly supported this project from its inception.

Nebraska will unquestionably suffer a lasting injury to its economy, yes, to its ecology, if the O'Neill Unit is not completed. Every indicator from experience, experience in Nebraska's Platte Valley and Republican Valley, experience in Nebraska's upstream neighbors, Wyoming and Colorado, point surely to the necessity of saving and using our surplus water.

It seems that every decade has its fad that reaches excess. It would be the sheerest folly to allow millions of acre feet of water from the Niobrara River to be wasted at the urging of some canoeists and some nature enthusiasts who refuse to look at Nebraska's Platte and Republican Valleys.

Please support the O'Neill Unit with adequate construction appropriations for the benefit of Nebraska and the nation.

Sincerely yours,

Robert B Crosby

ROBERT B. CROSBY

RBC:ik
cc: Senator J. James Exon, Senator Edward Zorinsky, Hon. Virginia Smith, Congressman John Cavanaugh, Congressman Douglas Bereuter

LAW OFFICES
CRONIN, HANNON & SYMONDS
116 N. 5TH
O'NEILL, NEBRASKA 68763

JULIUS D. CRONIN
EDWARD E. HANNON
JAMES W. SYMONDS

AREA CODE 402
TELEPHONE 336-1921
P.O. BOX 698

February 25, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

I understand that your committee will shortly hold hearings on the U.S. budget which contains $2,100,000.00 for the so called O'Neill Unit in the Niobrara Basin Irrigation District.

The area covered by this unit is quite sandy, and prior to the coming of pump irrigation, did not raise much of a crop. Since the coming of pump irrigation, it is quite ordinary to produce 125 to 160 bushels of corn per acre.

The catch is that our underground water supply is being depleted and we desperately need irrigation to stabalize it. The water in the Niobrara River is substantially in excess of instream needs, and much of it flows into the Missouri and on to the sea--a wasted resource.

I am told that the benefit cost ratio--2.5 to 1--is one of the best in the nation.

I am hopeful that you can and will support this appropriation in Committee and on the floor. Thank you.

Sincerely,

Julius D. Cronin

JDC/jrk

NEBRASKA WATER RESOURCES ASSOCIATION

Affiliated with National Water Resources Association

TELEPHONE (402) 474-3236 • 308 SHARP BUILDING • LINCOLN, NEBRASKA 68508

March 5, 1980

PRESIDENT
Robert Petersen
North Platte
FIRST VICE PRESIDENT
Robert Lowry
Cairo
SECOND VICE PRESIDENT
Wayne Kaps
Broken Bow
TREASURER
Don Adams
Omaha
SECRETARY
Vance Anderson
Hastings
EXECUTIVE DIRECTOR
Jack Odgaard
Lincoln
DIRECTORS
Leo McGowen
Ulysses
Milvern Noffke
Aurora
Alfred Drayton
O'Neill
Steven Ottmans
Norfolk
Clayton Lukow
Hartington
Keith Davis
St. Paul
Dwayne Smith
Columbus
Jack Chaffin
Sargent
Bill Bowen
Lincoln
Hal Schroeder
Lincoln
Doyle Hulme
Cairo
J. Scott Harris
Shelton
Jules Burbach
Hartington
Ford Jacobsen
Omaha
Bill Michael
Omaha
Dr. Alfred Gigstad
Kearney
Dwight Dam
Valentine
Elvin Terrell
Scottsbluff
John Williams
Crawford
Bruce Snyder
Paxton
Don Winchell
Gering
Don Thompson
McCook
Roland Emmett
Arapahoe
Rod Cox
Wauneta
Homer Loutzenheiser
North Platte

Honrable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

I am asking for your support for funding the O'Neill Unit in Nebraska as you consider appropriations for FY 1981.

As the manager of a water resources project that has been in use since the late 1930's, I am well acquainted with the many benefits and advantages of such projects. Water resource projects such as the O'Neill Unit are an investment in America that serves the citizens of the area for generations, and returns the cost of construction many times over through increased economic activity and stability.

Thank you for your consideration and support.

Sincerely,

Robert L. Petersen
President

RLP:hmb



Niobrara River Basin Development Association

February 28, 1980

Honorable Tom Bevill
Chairman
Public Works Sub-Committee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

In re: O'Neill, Nebraska Irrigation Project

Dear Representative Bevill:

The O'Neill Irrigation Project in northern Nebraska is needed to supplement the limited rainfall that is normal to this part of Nebraska. The project will provide an assured water supply from a gravity flow system that will conserve energy by eliminating the need for deep well pumping. It will increase employment opportunities and will make it possible for the youth of the area to remain on the farm.

I urge your committee to support President Carter's budget request of $2,100,000 for 1981 funding for the project.

Your continuing support for this deserving project is greatly appreciated.

Sincerely yours,

Clyde E Burdick

Clyde E. Burdick
President

208 EAST SIXTH

AINSWORTH BEEF CITY OF THE SANDHILLS CHAMBER OF COMMERCE
AINSWORTH, NEBR. 69210

PHONE (402) 387-2740

MARCH 18, 1980

HONORABLE TOM BEVILL, CHAIRMAN
PUBLIC WORKS SUBCOMMITTEE
COMMITTEE ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES
WASHINGTON, D. C. 20515

DEAR MR. BEVILL:

THE AINSWORTH CHAMBER OF COMMERCE IS IN FULL SUPPORT OF THE O'NEILL IRRIGATION PROJECT. THE CHAMBER MEMBERS BELIEVE THIS PROJECT IS A MUST FOR ALL OF NEBRASKA AND ULTIMATELY THE NATION. THE GOAL OF THE PROJECT IS TO PRODUCE FOOD STUFFS FOR THE NATIONS GROWING POPULATION AND TO FURTHER DEVELOPE AND UPGRADE THE LAND TO MEET THIS GROWING OBLIGATION.

WE ARE URGING YOU TO SUPPORT THE PRESIDENT'S REQUEST FOR THE 1981 FUNDING OF THE O'NEILL UNIT.

MOST SINCERELY,

JEAN BRAMER, SECRETARY
AINSWORTH CHAMBER OF COMMERCE

510 North 3rd
O'Neill, Nebraska 68763
March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20510

Dear Congressman Bevill:

Fifteen years of irrigated farming on the lands north of O'Neill and Atkinson show that the soils are well suited for irrigation. Years of study have been completed on the feasibility of the project by the Bureau of Reclamation (water and power resource service).

During the past 14 years numerous elections have been held on the project and they all show strong local support for its construction.

I urge your support for funding for the O'Neill Unit for fiscal year 1981.

Sincerely yours,

Wayne Hoffman

Anncar Star Rt.
O'Neill, Nebraska 68763
March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20510

Dear Congressman Bevill:

I am a farmer-rancher operating land within and adjacent to the area to be served by the O'Neill Unit. Irrigation has made the difference in between making a living or failing for many young farmers starting up in the past 20 years in this part of Nebraska.

I have been told that the benefit cost ratio of the O'Neill Unit is favorable for the government, and I believe that it is a sound investment for the farmers or rancher who will be making payments on the project in the next 50 years.

I respectfully request your support for funding for the O'Neill Unit for fiscal year 1981.

Sincerely yours,

Russell D. Miner

Russell D. Miner

510 North 3rd
O'Neill, Nebraska 68763
March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20510

Dear Congressman Bevill:

I am writing to urge you to support funding for the O'Neill Unit for fiscal year 1981.

I believe that the project is sound, and that the farmers and community want the project. I have been especially impressed by recent studies which show that our groundwater quality, and quantity will remain higher if surface water is delivered to the area than if we continue to depend on pump irrigation.

Sincerely yours,

Mrs. Janice Hoffman

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

Although we canoe the Niobrara River an average of four times a year, we are very much in favor of the O'Neill Unit. We feel that more people would benefit from the increased recreational activities that the dam will provide.

As business owners in Springview, we are confident that the O'Neill Unit will draw more people into our area, not only for recreational purposes, but also because of the increased job opportunities that the project will create. This in turn will increase trade as well as promote growth of the Springview area.

Sincerely,

Brad & Connie Weston

Brad & Connie Weston

Springview, Nebraska
March 10, 1980

Honorable Tom Bevill
Chairman, Public Works Subcommittee
Committee on Appropriations
H ouse of Representatives
Washington, D.C. 20515

Dear Chairman Bevill,

Being a native of this area and a long time supporter of the O'Neill Irrigation Unit of the Niobrara Basin Irrigation District, I believe that I can speak with knowledge on the merits of this project.

Those of us who grew up in the depression years, the dust storms, the grass hopper plagues, have wondered why this program was not completed long ago. It is most frustrating to see it tied up in 'red tape', see what inflation does to the cost, and we 'natives' apparently unable to do anything about it.

The Niobrara, where many of us learned to swim, is a beautiful river with a tremendous volume of wasted water. The completion of this project will do nothing to change this beauty but will certainly make a great economic impact on this area.

Contrary to the adverse environmental impact statements supported by certain preservationists and commercial recreational interests, some of whom have never been in the area, which the undersigned considers greatly exaggerated in many instances, it is my belief that the environmental and recreational aspects will be greatly enhanced.

In this period of energy and monetary crisis, a wasted resource, it appears to me, further conributes to this vicious circle.

The above expresses my opinion and I feel sure it is shared by the great majority of truly concerned citizens of this area.

Therefore, I strongly urge you and your committee to support the President's request to Congress for the 1981 funding of the O'Neill Unit.

Thank you for your consideration in this matter.

Yours truly,

R. R. Ripley

R. R. Ripley
Springview, Nebr.
68778

Springview, Ne. 68778
March 6, 1980

Honorable Tom Bevill, Chm.
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

I believe the O'Neill Irrigation Unit should be built for the following reasons:

1. With a continued heavy use of ground water all over the country, water must be saved instead of letting it run to the Gulf of Mexico and not be put to use.

2. With world population increasing 2% each year, more food will be necessary in years to come.

3. Grains are the largest stable export for the U.S. to help balance the imports; with increasing demand;

4. Irrigated crops are an insurance in times of drought cycles that are always prevalent.

5. This project is for flood irrigation which is energy saving over ground pumping and can be used in time of energy crisis.

6. An irrigation project south of us in Brown County has stabilized that community, even in times of drouth and fluctuating prices. Stability is what the country needs!

Thank you for reading and considering these points of most importance.

Sincerely Yours,

Howard S. Carr

Howard S. Carr
Springview, Ne. 68778

SPRINGVIEW SERVICE CLUB

Springview, NE

68778

Honorable Tom Bevill, Chm.
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir,

As an organization concerned with the continued growth and development of the Springview area, we urge you to continue funding for the O'Neill Irrigation Unit. Our economic base here is almost exclusively agricultural, and we depend heavily upon farm and ranch income for local businesses, support for schools, and county government.

What irrigated acreage we have, presently from ground water mostly, was a great stabilizing factor during the dry years of 1975-76 when our annual precipitation was 16.40 and 12.68 inches respectively. We also recognize that irrigated acreage from ground water is finite, and we will soon approach the point where no further irrigation is possible and ground water levels will decline. Without supplemental water for crops our farm and ranch production will decline substantially and so will our local economy.

We need supplemental assistance from the surface water provided by the proposed O'Neill Unit to maintain our economy and provide opportunity for our people, young and old alike.

We urge you to support continued funding for the O'Neill Unit so we can maintain and develop a strong rural economy. Thank you.

Sincerely,

Tim Stephen

Tim Stephen, president

T&T FARMS
Elroy Thieszen
RR 1 Box 39
O'Neill, Nebraska 68763
March 10, 1980

Honorable Tom Bevill, Chairman
Committee on Appropriations
House of Representatives
Washington, D.C.

Dear Mr. Bevill,

I am writing to you in regard to the O'Neill Irrigation Unit. I'm convinced that this project is essential to the future growth and strength of our area. Its economic impact on this region would be tremendously helpful both to agriculture and industry. We need the O'Neill Unit to offset our inflationary trend, and revitalize our economy.

But most importantly, we need the irrigation water this project can provide. As a local farmer, I am alarmed at the drop in our ground water tables. Lack of sufficient water supplies would be a major disaster for our area. Environmentally and economically, this project is a must. The benefits of this project would be felt not only locally, but regionally, statewide, and even nationally. The negative consequences of halting the project now would be equally far reaching.

From every conceivable viewpoint, the O'Neill Unit is a good deal. It would prevent precious water from flowing wasted out to sea; it has the best cost ratio of any project in the U.S.; and would be an environmental enhancement. The public in general will be the great benefactors in the end.

Sir, please urge your Committee to support the President's request for funding the O'Neill Unit in 1981.

Sincerely,

Elroy Thieszen
Manager, T&T FARMS

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee of Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

Water is precious, so is the agriculture of this area. The economy of O'Neill, Atkinson and Springview depends, on irrigation.

We desperately need water irrigation to recharge our declining ground-water levels and to assure ample fresh water supplies for future generations.

The Norden Dam project will provide water for 77,000 acres and additional benifits will be realized over a much greater area. It will provide recreation for thousands of visitors, flood control and fish and wildlife benifits.

I am asking you to support the President's request for the 1981 funding of the O'Neill Unit.

Thank you,

Clarence Gokie Jr.

Clarence Gokie Jr.
R.R. 1
O'Neill, Nebr. 68763

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Washington D.C.

Dear Sir

As a farmer-rancher of the area the O'Neill Unit will serve, I am asking your support in its funding.

This project will make a big cut in the fuel we are using to pump ground water into our center-pivot irrigation systems. It will recharge our lowering water table and stabilize the wells we are already pumping. Along with the recharge, it will also improve the water quality.

People the nation over have poured their tax dollers into Washington and have seen money spent all over the world with little benefit to them. Now I think it is time to build our own nation with projects like the O'Neill Unit which actually pay money back to the Federal treasury.

With a benefit cost ratio of 2.5 to 1 the O'Neill Unit is one of the best in the nation

Sincerely,

James A. Frericks
Atkinson, Nebraska

O'NEILL FURNITURE MART

210 WEST DOUGLAS
BOX 713
O'NEILL, NE 68763
PHONE 402-336-3850

3-14-80

Honorable Tom B.....

Chairman

My husband has worked for years on the bond for the O'Neill Unit.

I feel the project will be very beneficial for the area. Seeing what irrigation has done in our County (Holt), proves to me that using the soil to it's top productivity can only be an asset to our people & nation.

Sincerely,
Audie Meier
O'Neill, Nb. 68763

O'Neill, Nebraska
March 15, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Mr. Chairman,

We are living within the O'Neill Unit and we are very much in favor of it.

With the ground water so short in this area the O'Neill Unit would help considerably. Also with water being a natural resource it would be a great waste to allow this water to flow past our land and on down and out to the ocean.

Therfore we are asking you to give your full support to the Presidents request for the 1981 funding of the O'Neill Unit.

Sincerely Yours,

Vernon Wynn Roberts
Judy A. Roberts
Rt. Car Rt.
O'Neill, Nebraska 68763

O'Neill, Nebraska
March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515
Mr Chairman:

We are writing you in regards to the O'Neill Irrigation Unit.

We farm land in the district, where the underground water is in short supply.

Irrigation is very important to the O'Neill Community and area surrounding it. It is a way of life here.

The ground water levels are declining in the area, and we feel certain the would stabilize them, at the same time recharge the ground water supply, and improve the water quality.

So we are asking you to give your full support to the Presidents request for the 1981 funding of the O'Neill Unit.

Dale L Roberts
Dean M Roberts

LIERMANN RANCH
CLAUDE – GENE
AMELIA, NEBRASKA 68711

TELEPHONES: 402-482-5696
CHAMBERS 402-[illegible]
BURWELL 308-348-2731

COMMERCIAL
HEREFORDS

Honorable Tom Beville,
Public Works Sub. Comm.
House of Representatives
Wash. D.C.

Dear Congressman,

We would appreciate a yes Vote for President Carters FY 81 budget of $2,100,000.00 for the O'Neill unit, (Norden Dam)

We feel this is a must, as our water table is going down every year, due to so many irrigation wells in Holt County.

There is a large number of wells being drilled at the present time and it appears we will be short of water in the near future, so would appreciate anything you can do for us, Thanking you in advance,

Respectfully yours
RSVP

Claude Liermann

Springview, Nebraska
March 14, 1980

Honorable Tom Bevill, Chm.
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

I am certainly in favor of the O'Neill Irrigation Project. Having operated the same farm in Keya Paha County for 42 years, I know of the problems as to farming in this county.

When I started on this farm in 1923 there were about 20 farms within four miles of me. Now there are about eight farms in this same location. Because of the lack of rainfall most of the people have been forced to give up their operations. These conditions have caused the people to move, the buildings are gone leaving only the farmland.

In Brown county, south of here, Ainsworth, the main town has grown and it is difficult to find a parking space for your car. The territory surrounding Ainsworth is irrigated from a dam on the Snake River which has stabilized the agricultural economy.

Respectfully submitted,

F. H. Carr
Springview, Ne.

Clayton Goeke
Atkinson, Ne 68713

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

Due to the declining water table in our area we feel it imperative to have an additional water source- such as that which would be available from the Norden Dam.

Recharging the water table will stabilize the economy of a much larger area than just those living within the boundary of the district.

Recharging the water table will replenish the flow in our springs that nourish our spring-fed ponds, and thus insure water for the livestock in our pastures and help our subirrigated meadows.. Naturally recharged ponds will create more fishing and recreational uses of these ponds.

Therefore we request your support in the 1981 funding of the O'Neill Unit.

Sincerely,

Clayton Goeke

Napet, Nebr. 3-15-80

To Whom it May Concern

I believe the O'neill Unit of the Niobrara Basin Irrigation District should be built as it would replace water table being used by center pivot irrigation and as it is supposed to utilize only 35% of the river flow Normaly and would assist in Controlling the river flow at high water times

The corp of Engineers have constructed a number of main stem dams on Missouri river which regulate the flow of the river at flood times and developes a large amount of power and the river below is as big as ever. Yours truly, Max O. Brown Vice Chairman, Region 24 Napet, Neb 68755 Council of Government.

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

As a farmer living in Holt County, Nebraska, in which some of my land will receive water from the O'Neill Unit, I don't understand the hold up. It seems plain to me the advantages of irrigation. It has been a big boost to the economic growth of North Central Nebraska. Many businesses have doubled or more in volume. There has been many new businesses, also. As a farmer with irrigation, I hope someday to have room for a son or daughter; but without water, there is no need for more help, as the land is at full capacity now.

I urge you to do all you can to get the O'Neill Unit on the road. It should have been built ten years ago!

Thank you for helping.

Sincerely,

Robert J. Young

Robert J. Young
Opportunity Route
O'Neill, Nebraska 68763

Ronald D. Olberding

ATTORNEY AT LAW
P. O. BOX 858
125 NORTH 4TH STREET
O'NEILL, NEBRASKA 68763
TEL. (402) 336-2277

March 17, 1980

Hon. Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

RE: O'NEILL UNIT, Pick-Sloan Missouri Basin Program, Nebraska

Dear Representative Bevill:

As you are aware, President Carter's FY81 budget has $2,100,000.00 designated for the O'Neill Unit Project. Due to the importance of agriculture in the United States and being a major industry in the State of Nebraska the importance of this project cannot be over emphasized.

The O'Neill Unit will create increased overall job, financial and industrial growth along with the major purpose of increasing agricultural production in the State of Nebraska. The project has various other advantages including stabilization of ground water levels and providing the public with a fine recreational area.

Because the O'Neill Unit will be an invaluable resource and asset for agriculture and the importance of agriculture to the United States and its economy I heartily ask that you give this project your support in the President's request for 1981 funding of the O'Neill Unit.

Very truly yours,

OLBERDING & STROPE

Ronald D. Olberding

Boyd W. Strope

RDO/BWS: le

March 16, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir,

I am writing to you to express my support of the Norden Dam and O'Neill Irrigation Project. As a life time resident of Keya Paha County, the site of the proposed project, I feel I can speak with authority as to the merits of this project.

In my sixty-five years as a farmer - rancher - business man, I have experienced a good many crop failures and feed shortages due to dry weather and lack of water. With the coming of limited irrigation in this area, I have seen an improved economy and stabilization of a declining population.

In this period when we are looking so strongly at conservation of our natural resources and energy, why should we let water run down rivers to the ocean when we could put it to good use generating electricity, growing crops, and conserving ground water by slowing up deep well pumping for irrigation.

It is true rivers are great for recreation such as canoeing, but I don't believe that is our number one priority.

I strongly urge your continued support of the O'Neill Project and the continued funding by Congress.

Respectfully,

C. W. Ripley
Springview, NE 68778

C. W. Ripley

Arnold J. Bulkley
Rt 4 Atkinson
Nebraska 68713

Honorable Tom Bevill
Chairman Public Works Subcommittee
Committee on appropriations
House of Representatives
Washington D.C. 20515

Dear Sir.

In regard to the Niabrara Basin Irrigation, the O'Neill Unit. We feel the Dam is necessary for our operation. We can't raise a Crop without irrigation. And in a dry year the water really drops We feel over the years we may soon run out of underground water.

We also feel the water should stay in the state for our own use, rather than running into other states.

Thank you.

Arnold J. Bulkley
Rt. 4, Atkinson
Nebraska 68713

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir,

The construction of the O'Neill Unit is very important to the economy of this area. Both the agricultural and recreational benefits that will be available upon completion of this project are greatly needed.

We urge your continued support for the O'Neill Unit.

Sincerely,

Mr. & Mrs. Ronald Ludemann

Mr. & Mrs. Ronald Ludemann
Springview, NE 68778

James A. Heimes
Box 526
O'Neill, NE 68763

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Representative Bevill:

As a resident of Holt County, Nebraska, I have fully supported the O'Neill Unit for several years. I also want to encourage you to fully support the President's request for the 1981 funding of the O'Neill Unit at the Senate and House Appropriations Committee Hearings starting March 25, 1980.

Water is one of the most important natural resources in the economy of North Central Nebraska. The cost/benefit ratio of the project is among the most favorable in the nation, despite the increased costs caused by opponents who endeavor to delay the project.

Let's start considering the overwhelming benefits of the O'Neill Unit and the majority vote in recent elections. Propenents living in the O'Neill Unit will pay most of the cost, not the opponents. At the same time a majority of farmers, ranchers, sportsman, and recreationalists will be sharing in the advantages of a completed O'Neill Unit.

Yours truly,

James A. Heimes

JAH:nss

R. R. 1
O'Neill, Nebraska 68763
March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Reprosentatives
Washington, D.C. 20515

Dear Congressman Bevill:

I would like to encourage you to support funding for the O'Neill Unit for fiscal year 1981.

The O'Neill Unit will bring water to the O'Neill and Atkinson area by gravity. This may reduce irrigation fuel consumption by over one half as compared to lifting the water from ground-water aquifers with pumps. This amounts to a huge savings in fuel over the projected life of the project.

Sincerely yours,

George H Pool

George Pool

Anncar Rt.
O'Neill, Nebraska 68763
March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

I am writing to urge you to support funding for the O'Neill Unit during fiscal year 1981.

It is my opinion that the water is needed to stabilize the groundwater levels, and also to prevent serious groundwater quality pollution. The information I have read on water quality convinces me that without the input of pure surface water, the groundwater would eventually carry enough nitrates and other elements that the water would be unfit for human or possibly animal consumption.

I feel the O'Neill Unit is a sound investment, and that it is time for the government to be making some investments for the future of the United States instead of regulating the country to a point where we are becoming less and less competitive with the other countries of the world.

Sincerely yours,

Jack Mansfield

Jack Mansfield

Frontier and Holt County
Independent
O'Neill, Nebraska Box 360 114 North 4th Street Area Code 402-336-1220

Owned by Miles Publishing Co., Inc.
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Largest Urban Weekly Newspaper in Nebraska

March 13, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Rep. Bevill,

Congress is once again ready to consider appropriations for the O'Neill Irrigation Project, a grass roots originated project designed to solve possible problems at our grass roots level.

Pioneers into our area recognized the need for a reliable source of surface water nearly 100 years ago and designed a canal system that follows closely the Nebraska portion of the Pick-Sloan plan for the Missouri River Basin.

Even with center pivot irrigation and groundwater, there is a need for surface water into our area. Loss of groundwater with no replacement would turn our area overnight back into a near subsistence agricultural area. This would be a disaster not only for our people but for the entire nation.

Please vote once again for continued funding for the O'Neill Unit again this year, for the good of the entire nation.

Respectfully yours,

Robert E. Miles

March 10, 1980
O'Neill, Nebr

Honorable Tom Bevill, Chairman
Public Works Sub-Committee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

Once again I want to take this opportunity to thank you for your support of the O'Neill Unit. You and the committee are aware of all of the benefits that will derive from it's completion. The benefit cost alone of this project is one of the best in the nation 2.5 to 1. Projects of this type are not inflationary. They are investments in the future of Nebraska and our nation.

In view of this, we people of this area are asking your continued support of this project when your committee meet again this month for appropriations of funds for 1981 budget.

Sincerely,

George A. Janousek

GAJ/ob

60-588 O - 80 - 18 (pt. 10)

Frontier and Holt County
Independent
O'Neill, Nebraska Box 360 114 North 4th Street Area Code 402-336-1220
Owned by Miles Publishing Co., Inc.
G. E. Miles Robert Miles Arlen Miles
Largest Urban Weekly Newspaper in Nebraska

March 13, 1980

Honorable J. Bennet Johnston, Chairman
Senate Appropriations Subcommittee
on Public Works
1255 Dirksen Office Building
Washington, D.C. 20510

Dear Sen. Johnston:

Congressional hearings will begin this month on funding for the next fiscal year for the O'Neill Unit. I would like to add my voice to those supporting the $2.1 million for the project this year.

I was not in this area when it was first being developed for center pivots but I have seen expansion of that industry in our area as well as the transformation in the Ainsworth area with that surface water system.

As a news reporter I work closely with farmers, ranchers and businessmen in our area and can confidently report to you that there is a majority of the people in our area who support this project. They are concerned about nitrates in the water and the impact this will have on future generations, about the future of agriculture if groundwater levels continue to decline and about the well-being of our nation.

The O'Neill Unit is like the native farmers and ranchers in our area. Both are visionary, keeping an eye on the present and the other eye on the future of our young people, our area and our nation. The O'Neill Unit is vital to the well-being of all three and completion of this project, trhough the continued support of Congress, will have widespread favorable impacts on our nation in every field imaginable; social, economic and environmental to name just three.

We are counting on our nation's elected leaders to help maintain our land as the greatest in the world and I feel the O'Neill Unit will play a large part in that goal shared by all Americans.

Respectfully yours,

Burns E. McCulloh

February 26, 1980

Honorable J. Bennett Johnston, Chairman
Senate Appropriations Subcommittee on Public Works
1255 Dirksen Office Building
Washington, D. C. 20510

Dear Chairman Johnston:

It is most likely that the O'Neill Unit will be a major factor to recharge this area's underground water. This alone would be worth the investment to install the Unit.

The agri-business associated with this resource development will create jobs in local businesses and help increase the tax base for needed human services, education, and maintain a place for people to make a living at something they know and enjoy.

If water power generation can be designed into the system, the result would be most beneficial for this area to become more self-sufficient and America more independent.

The recreation potentials of the impoundment will provide local people and visitors a great deal of pleasure and relaxation.

The area, state and nation need the O'Neill Unit to stabilize the local economy and contribute to the future needs of food and fiber production.

Sincerely,

William B. Gubser

William B. Gubser
Bassett, NE 68714

March 13, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Rep. Bevill,

I am a third generation O'Neill, Nebraska native who still lives in this city and am proud to call it home, as do one of my daughters and her family.

I have watched O'Neill grow from a small community to a large city that serves an agricultural area which has also grown very dramatically in the last 20 years. The reason for this growth has been irrigation which has turned our area from rangeland and dryland cropland into a county that is one of the leading producers of feed grain in the state.

There is great promise in O'Neill and this area, away from the hustle and worry of life in the bigger cities, and one of the reasons is the pride we have in our area and our way of life. With a stable economic base provided by irrigation, we have been able to keep our young people here and attract others to our area. I would hate to see that change if our water ever goes dry or bad with nitrates.

The O'Neill Irrigation Unit will insure that we have a steady supply of water for our crops and that water will also dillute the nitrates and improve drinking water. People who are working so hard for the unit are local people who are also proud to call O'Neill home and want to keep our children here.

Please continue to support the O'Neill Unit requests for funding so that our area will continue to be a good place to raise children while also feeding the rest of the world.

Respectfully yours,

Mrs Robert Lowery

Mrs. Robert (Mary) Lowery
O'Neill, Nebraska

R. R. 1, Box 122
O'Neill, Nebraska 68763
March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

In the spring of 1979 a local election was held to approve the repayment and operating contracts of the O'Neill Unit. The election reflected a 3 to 1 margin of support for the contracts and the project. Local support is still strong for the construction of the project. Construction of the O'Neill Unit is currently being held up by court injunction involving the environmental impact statement.

The injunction involves two points, dam safety and alternatives to the project. These areas will be researched and hopefully answered satisfactorily to the court this year.

I urge your support for funding of the O'Neill Unit during the fiscal year 1981, and thank you for the support your committee has shown the O'Neill Unit in the past.

Sincerely yours,

Allen R. Christenson

March 13, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill,

My husband and I moved to O'Neill from Iowa about two years ago when he took a job with a grain elevator. We also raise a few hogs, have a daughter and are happy in our new community.

Being so close to agriculture, we can see the importance of the O'Neill Irrigation Unit as a way to continue present irrigating in this area where farming dryland is a gamble.

We have concerns about nitrate levels in the water because of our little girl and for the health of others. I believe that bringing in surface water, along with more and better use of techniques to reduce nitrate use in farming, will help reduce the nitrates.

Since our income is derived largely from agriculture, we can see the economic benefits derived from irrigation in the O'Neill area and understand that those benefits are shared by the rest of the state and the nation. Prices for irrigated or irrigable land shows the demand for this land and the taxes, both locally and on the federal level, should be a benefit to everyone.

I hope that you and your committee will continue to support funding requests for the O'Neill Unit so that we transplanted Iowans can continue to enjoy Nebraska's "Good Life" here in O'Neill. Thank you.

Respectfully yours,

Mrs Stuart Sweeden

Mrs. Stuart (Lori) Sweeden
918 East Hancock Street
O'Neill, Nebraska 68763

March 4, 1980

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

The O'Neill Unit is a very important project for Keya Paha County, the State of Nebraska and the United States.

When the O'Neill project is completed it will store our most important natural resource, water. The project is an investment in the future. The benefits from the irrigation water from this project to our semi-arid area, with an annual rainfall of 18 inches, will increase our tax base enough that the taxes alone will pay for the development of the O'Neill project.

This project is not a welfare or relief program, but is under the reclamation repayment program. Therefore, it will be repaid by local beneficiaries.

Also, the stored water will provide cheap and clean recreation for all ages and family groups.

Sincerely,

W. J. Rowan

W. J. & Donna Rowan

Box 191
Springview, Nebraska 68778
March 7, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

As a life long resident of Keya Paha County I feel the O'Neill Unit must be completed for many reasons. I list below some of my reasons.

The present irrigation development is using large amounts of our fresh water supply. The dam would enable us to utilize the unused water of the Niobrara River. If Nebraska does not use this valuable water supply, some other state or corporation will develope a use for the water and in years to come this water may not be available.

The O'Neill Unit would recharge the lowering water table in the O'Neill area. The energy costs and usage would be reduced greatly by using water already on the surface rather than pumping ground water. Precious energy supplies would be conserved for future use.

Please understand I feel the O'Neill Unit is a very important development that needs to be made in this area.

Respectfully,

Ernest Hallock
Ernest Hallock

JOHN H. McCARVILLE
P.O. Box 648
Holt County Treasurer
O'Neill, Nebr. 68763

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir,

I ask you to give serious thought and concideration for the O'Neill Unit of the Niobrara Basin Irrigation District of the State of Nebraska, when it comes up for hearing this month in Washington, D.C.

I have worked for the development of this District in the early stage and have continued to believe in in through these years. Agriculture is our main industry and water is a must to stabilize our economy. Water by irrigation will enhance the chance of a successful crop and will also offer a versatile choice of crop to be grown to meet with the balance of trade of ag products.

Thanking you, I am

Respectfully,

John H. McCarville

O'Neill, Ne 68763
March 11, 1980

Honorable Tom Bevill,Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Sir:

As a resident and property owner of Holt County, Nebraska, I would like to express my opinion in favor of the Norden Dam project. I feel that this would be an economic value to this community and also that it would add to and not deplete the necessary water supply of this community and surrounding areas.

In my particular case, I was forced to install another well, as the irrigation systems close to my property depleted the normal water supply and it was necessary to drill over 200 feet in order to obtain a water supply for domestic and agriculutural use.

I ask that you please consider this opinion when you make any decisions as to the disposition of this project.

Yours truly,

Irene Booth

Mrs. Irene Booth
R. R. 1, Box 127
O'Neill, Ne 68763

Honorable Tom Steed
Chairman, Interior Subcom. on
Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir,

The people of the Vale Area have called for the Irrigation Project because they are aware of the importance of the project. They hope to preserve the dwindling resource of Central Basin Irrigation. Both Central Basin Irrigation depends the ground waters. Many previous years of water pumped from the ground comes from Hall County, where the Central Basin is Irrigating. Already domestic wells are going dry. This project will preserve the underground water supply and preserve the economy of Oregon in this area.

Frank J. Clark

3116 West D Street
North Platte, Nebr. 69101
March 7, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir,

I moved to North Platte, Nebraska four years ago from O'Neill, Nebraska. I still own land in the O'Neill area. Since I have lived here, I have had a chance to go out and see how an irrigation project can help a area.

During Franklin Roosevelt's administration a project was built in the Platte River Valley. Lake C. W. McConaughy near Ogallala, Nebr., Sutherland Reservoir near Sutherland, Nebr., Lake Maloney near North Platte, Nebr., Jeffrey Reservoir near Brady, Nebr., and Johnson Reservoir near Lexington, Nebr. were built. These bodies of water are linked togeather by a canal and 3 small hydroelectric power plants are on it. It supplies water to a large number of acres for irrigation plus a lot of recreation. There is fishing, swiming, camping, boating, and several private cabins at each of these lakes. There are also several recreation related businesses on these lakes.

The build up of water storage not only lets people irrigate from a live source but people who live quite some distance from the project have told me that after pumping water for irrigation for more than twenty year, they have not had a drop in the water level in thier wells. I am sure that if the Norder Dam and canals for the O'Neill Unitwere built, the same thing could be expected in the Niobrora River Basin. We must stop letting valuable water continue to flow out of the area and into the ocean. The water table level in the O'Neill Project area has dropped twenty feet or more from pumping water for irrigation.

This project is an investment into the future. The Platte Valley Project would have cost several times more if it had been held up until now. Each year that the Norden Dam and O'Neill Project is put off the cost goes up. All the projects that have been built in Nebraska have been a plus for the state.

Thank you for giving me this opportunity to make a statement for the O'Neill Project.

As ever,

Paul Krugman

NEIL B. RYAN
124½ South 4th Street
O'Neill, Nebraska 68763

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Chairman Bevill:

RE: O'Neill Unit

This project will add a definite boost to the economy of this country. It will provide both financial and industrial growth and will add many new jobs and opportunities for the people of this area and the country.

The O'Neill Unit has never been on President Carter's list of projects to cut, perhaps one of the reasons for this is that this project has one of the best benefit-cost ratios in the nation, 2.5 to 1, or that the energy savings will be between one-third to one-half.

It will also fill the need for recharge to stabilize ground-water levels and the need for recharge to prevent serious ground water quality loss, which would be a serious detriment to the agricultural community, the environment, and the economy.

This project cannot be thought of as a tax burden, on the contrary it will contribute to tax revenue and will repay the cost of the project in taxes alone.

The O'Neill Unit project was not an idea developed by politicians to help them in their re-election attempts; it originated with the local people and they are the ones who will repay the loan by direct payments and increased taxes generated by the project.

The Pick-Sloan plan for the Missouri River Basin has helped prevent serious and lasting damage from floods as occurred in the past; and has resulted in the generation of hydro-electric power, water for reclamation, and for industrial and municipal purposes.

This is a very worthwhile project and should be proceeded with.

Sincerely,

Neil B. Ryan

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir,

As a life long resident of this area and a continuing supporter of the O'Neill Unit, I again wish to express my total committment to this project.

Rural development in this area can only be assured by an adequate supply of usable water. With the Niobrara River carrying an amount of water sufficient for both this project and all other instream needs, this supply of usable water for agriculture can be guaranteed through the construction of the O'Neill Unit.

All other development in this area is directly dependent upon the success of the rural development. This fact can readily be proven through an analysis of the development that has occured in the Ainsworth area as a result of the construction of the Ainsworth Irrigation Project.

I respectfully solicit your continued support for the O'Neill Unit.

Sincerely,

D. C. Evans
Springview, NE 68778

O'neill, Nebraska
March 5 1980

Honorable Tom Bevill,Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington D. C. 20510

Dear sir;

Please support the O'Neill Unit.

Our ground water level in this area will be unpredictable in the near future. We have been fortunate the past few years to have average or above average rainfall. Several test wells in this area have already gone dry and water levels may soon approach the danger level.

We need the construction of the Norden Dam as a safeguard for the years ahead.

It can be a difficult time for farmers and ranchers to have a surplus of crops coupled with low prices but it is a catastrophe when we have a drouth and there is a shortage of food for people and livestock .

We have long needed this extra protection of the reservoir. Time may even now run out before it is completed.

We need your support for the O'Neill Unit.

Sincerely,

Gaylord Stevens

O'NEILL FURNITURE MART

210 WEST DOUGLAS
BOX 713
O'NEILL, NE 68763
PHONE 402-336-3850

Honorable Tom Bevill
Chairman

I would like to urge the Senate read of the O'Neill Project. First of all the Boundin of our ground water is essential for Nebraska and is essential for life.
Second, the economic value this O'Neill Unit for Nebraska is very high. in returns to this country of ours.

Third the energy that will be created in Savings to farmers and industries is greatly needed. I feel that this Project is studied to help it benefit this country and Country
Please Support. Sincerely
Harold H. Miller



Hill's Christmas Tree Farm

Bob and Aline Hill
P. O. Box 208
O'NEILL, NEBRASKA 68763
Phone: 402 336 2569

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives,
Washington, D.C. 20515

Dear Mr. Chairman:

This letter is in support of President Carter's 1981 budget proposal for the O'Neill Unit. In my opinion this should be funded at the earliest possible date. Unlike most appropratıons today this is not a give-away of government funds but an inverstment in the future that will bring dividends in repayment proceedure, and increased tax revenue from this area.

We moved to O'Neill in 1948, and I was in charge of the Soil Conservation Service Office in O'Neill from that time untill retiring in 1975. During this time I have been aware of the tremendous amount of work done by several individuals in support of the O'Neill project. During this time there has been considerable pump irrigation development, covering part of the area included in the project. The ground water table has lowered during the years and some wells have declined so that they do not produce sufficient water for proper irrigation. Construction of the O'Neill Unit will not only provide water to a sizeable area within the Unit, not blessed with ground water, but will provide increased ground water supplies for a sizeable area outside theO'Neill Unit where pump irrigation now exists.

The conjunctive use of stream flow has improved the ground water in the Republican, and Platte River Basins, and more recently is doing so for the Ainsworth Unit. There is no question that it will do the same for the lower Niobrara and upper Elkhorn River Basins. A feat that will add untold years to the irrigation potential of this area.

Opponents of the O'Nei l Unit make acquisitions against it, but never point to any deficiency in projects already sonstructed. Could it be that their case is based on supposition, not fact? History testifies to the benefit of flood control, conjunctive use of water, increased wildlife, stabilized ground water, increased recreational areas, and stabilized crop production in numerous projects.

There seems to be no question that the benefits far outweigh the objections to the O'Neill Unit. I urge the funding of this project as an investment in the future.

Sincerely,

Bob Hill

Mayne Engineering Consultant

2310 West Oklahoma Ave.
Grand Island, NE. 68801
Area Code 308—382-3857

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

Please be advised that we respectfully request that you and your subcommittee support the O'Neill Unit, Nebraska, of the Pick-Sloan Missouri Basin Program by recommending 2.1 million dollars for fiscal year 1981 appropriations to continue its construction.

In terms of National energy uses the completion and operation of this development will decrease annual energy needs. This will occur because Niobrara River water will be brought into the area to replenish groundwater withdrawals by non-project users. That replenishment will reduce pump lifts and decrease energy requirements.

Such surface water imports to the area will also enhance the quality of the groundwater of the area. In my humble opinion the development will greatly enhance the overall wild life pleasures and recreational opportunities for the local people as well as those of the State of Nebraska and the Nation. These attributes far exceed any yet to be documented adverse effects the project might have on such activities.

Thank you for your kind consideration.

Sincerely,

John F. Mayne

John F. Mayne

Water Resources Specialist

4100 South 52nd
Lincoln, NE 68506

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Honorable Chairman Bevill:

I urge you to support the O'Neill Unit as it is the best benefit cost ratio in the nation (2.5 to 1). There is much need for recharge to stabilize ground water levels and to prevent serious ground-water quality degredation. The energy savings will be between one-third and one-half.

These projects are not inflationary but are investments in the future of Nebraska and contribute to the whole general welfare of the state. Just as the total income tax on the North Platte Project pays for the original cost every two or three years, so will the increased income tax on the farmers pay for the cost of this project.

This project was not developed by politicians to get re-elected. Quite the opposite is true. I urge you to join the local people who originated the project and are concerned about the economic impacts such as jobs, financial and industrial growth. Your support will be greatly appreciated.

Thank you for your time and consideration.

Sincerely,

Mary Ellenwood

Mary Ellenwood



First Presbyterian Church of O'Neill, Nebraska
Bethany Presbyterian Church of Ewing, Nebraska



204 East Everett :: O'Neill, Nebraska 68763

Dale T. O'Connell, Pastor 402-336-2590

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Representative Bevill,

I write to encourage your continued support of the O'Neill Unit. I ask for you to exert your leadership in approving President Carter's budget appropriation recommendation for the O'Neill Unit in the amount of $2.1 million.

This project is overwhelmingly supported by Nebraskans. It will give the state a broader based economy by increasing land use and productivity (and therefore taxes). And it will create a new recreational area within the state. It will do this while helping to stabilize declining water tables and while recharging the quality of ground water.

Also please note a favorable benefit cost ratio of 2.5 to 1.

Thank you.

Sincerely,

Dale T. O'Connell

Palmer Law Office

359 NORTH MAIN
AINSWORTH, NEBRASKA 69210

RODNEY J. PALMER
Attorney and Counsellor-At-Law

P. O. Box 127
(402) 387-2212

March 3, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Representative Bevill:

The O'Neill Irrigation Project in northern Nebraska is needed to stablize ground water levels and to prevent serious ground-water quality degradation. The water in the river is in excess to instream needs, therefore causing a wasted resource, whereby the Project would use the water to benefit agriculture and the economy in Northern Nebraska. Also the recreational use of the reservoir would benefit the economy in Northern Nebraska.

This project was not one of those on President Carter's hit list.

The O'Neill Irrigation Project is an investment in the future of the United States. The economic impact would be quite important for financial and industrial growth.

I urge your committee to support President Carter's budget request for $2,100,000 for the 1981 funding for this project.

Your continuing support for this project will be appreciated.

Thank you.

Sincerely,

Rodney J. Palmer

RJP:sl

The J. B. RYAN COMPANY

Bonnie M. Ryan, Mgr.

137 124½ South 4th Street
O'Neill, Nebraska 68763
1-(402) 336-2872

PARTNERS
Lorena R. Watts
Neil B. Ryan
Joseph F. Ryan
Robert B. Ryan

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Chairman Bevill: RE: O'NEILL UNIT

The Pick-Sloan plan for the Missouri River Basin has eliminated the devastating floods of the past. It has resulted in the generation of huge amounts of hydro-electric power, water for reclamation, for municipal and industrial purposes, as well as for many other purposes. The program was authorized as a package and full benefits cannot be realized until all the units are completed.

This project will greatly help the economy of Nebraska and the country. It will provide new jobs and financial and industrial growth which otherwise could not be realized. It will give people a chance to realize some of the goals which they have set for themselves, this state and the nation.

It will also help to recharge and to stabilize ground-water levels which are constantly diminishing at the present time and it would help this area prevent the loss of the necessary ground-water quality which is so important to us now.

The recreational use of this reservoir will be many times the use of the 19 mile stretch of river as it is now. It will give the people of the area a place to go without having to travel long distances and wasting fuel.

This project is very much needed by Nebraska and the country.

Sincerely,

THE J. B. RYAN COMPANY

BY Bonnie M. Ryan
Bonnie M. Ryan
Manager

PO Box 245
Spencer Nebr 68777

Honorable Tom Bevill, Chairman Public Works
House of Representatives
Washington D.C.

Dear Representative Bevill:

I fully support the O'Neil unit and hope that this project can be completed in fast order. It has already been delayed too long. The Niobrara Basin Irrigation District under the able leadership of Alfred Drayton should be given full support and funding from the Congress of the United States.

Yours very truly,

Louis Klasna, Member of Cou ncil of Governments
Region 24

LK

MVM

MISSOURI VALLEY MACHINERY CO.
401 NORTH 12th ST. OMAHA, NEBRASKA 346-6500
5001 GORDON DRIVE EAST SIOUX CITY, IOWA 276-2431

YOUR CATERPILLAR DEALER

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Re: FY81

Dear Congressman Bevill:

I cannot emphasize enough the need for your support of President Carter's request for the 1981 funding of the O'Neill Unit.

As you know, agriculture is the most important part of Nebraska's economy. Concordantly, since Nebraska is a dry state, irrigation is an absolute necessity to preserve the economy in the State of Nebraska.

An investment in the future, the O'Neill Unit project is not inflationary, and much of the money is repaid to the Federal Treasury over the years. Upon completion, Nebraskans will have a tangible illustration of what can be accomplished when efforts are funneled in the same direction toward a common goal that is beneficial to all.

Your support of FY81 will not only aid economic, financial, and industrial growth, but will also be a source of recreation as well as a haven for wildlife peculiar to our area.

Again, I urge you to vote in favor of this legislation; its impact is far-reaching.

Sincerely,

R. T. Amis
President

RTA:jj

Springview HERALD

Established in 1886 | COMPLETE COVERAGE OF KEYA PAHA COUNTY | H. Duane McCormick, Publisher

SPRINGVIEW, NEBRASKA 68778

Honorable Tom Bevill, Chm.
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

We have observed with increasing alarm the spread of urban development into prime agricultural lands of this country. Because we see little that is being done to prevent this loss of food productive acres,,and because we recognize the need for continued food production to sustain not only our people, but also the many other peoples of the world, we urge you to support continued funding of the O'Neill Irrigation Unit.

People who insist upon taking prime agricultural land out of production must take trade-offs and support projects like the O'Neill Unit with their tax dollars if we are to continue to have a dependable food supply. If we continue to take land out of agricultural production and make no adjustments for food production elsewhere, we see no alternative but a declining food supply and increasingly higher prices.

We think support of the O'Neill Unit is critical, and we urge your support.

Sincerely,

H. Duane McCormick

H. Duane McCormick

February 27, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill;

Nebraska people need the help of their Representatives and Senators to support the O'Neill Project. We need projects such as these for many reasons. We need to make every effort to conserve our water, keep it in our state for present and future use. It is an absolute necessity for our economic growth, since agriculture is our main industry. We know from past experience that projects such as this have been of great benefit to the state of Nebraska.

In addition to aiding in our agricultural growth, this project will provide a refuge for wildlife, and give the people in that area a great recreational facility.

President Carter has budgeted funds for this project. Please support this program at the March hearings.

Sincerely,

Robert Lubken
Trumbull, Ne 68980

O'Neill, Nebraska
February 26, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir

Would you please support the President's request for the funding of the O'Neill Unit?

We feel we need this project to recharge and stabilize ground water levels, and also to prevent serious ground water quality degradation.

Irrigated agriculture will benefit Nebraska in many different ways, namely; promoting more jobs, financial and industrial growth, and the dam will provide many recreational interests.

This project if completed will help to keep more of our young people on the farms. This in turn will benefit the businessman in the towns and cities also as these farmers will be giving them their business by buying machinery, fertilizers, seeds, feeds, food, etc.

Excess river water flowing on through is a wasted resource, so why not keep it here to replenish our own ground-water levels!

President Carter's FY 81 budget has $2,100,000.00 for the O'Neill Unit. Again I urge you to kindly support this 1981 funding of the O'Neill Unit.

Thank You

Sincerely,

Paul Zakrzewski

L. F. AMIS
401 NORTH 12TH STREET
OMAHA, NEBRASKA 68102

February 28, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

As a long time resident of Nebraska, I want to register my concern and support of the O'Neill Unit dam project. This type of project provides water to recharge and stabilize ground-water levels which is badly needed due to the prevailing use of ground-water for irrigation.

In addition, the benefit cost ratio for this project of 2.5 to 1 is one of the best in the nation.

Please support the construction of this project.

Yours truly,

Fred Amis

O'neill, Nebraska
March 4 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear sir;

Please consider the importance of the Norden Dam on the Niobrara River.

I am a senior citizen who still owns land on the Niobrara River.

I believe that the extra water that flows in the spring of the year from the Niobrara River should be conserved by the Norden Dam so that there will be a stable water supply in this area of Nebraska.

The reservoir will provide other dividends such as fish and recreation for Nebraskans and out of state visitors. Pelicans,ducks,gulls and other birds will find more food on a lake than in rapidly moving water. Deer,antelope and other animals willnot be affected adversely.

In the future as cities grow and expand there will be a greater need for more food. We need to plan ahead without delay.

I would appreciate your support for the Norden Dam -a part of the O'Neill Unit. It would be a wise investment.

Sincerely,

Mrs. Lottie A. Lofquest

Honorable Jack Kemp, Chairman
Public Works Sub-Committee
Committee on Appropriations
House of Representatives
Washington D.C. 20515

March 1981
The O'Neill Unit
Pen Nebraska

Dear Mr. Kemp:

First of all, The O'Neill Unit has never been on Presidents Carters Hit list, as far as irrigation concerned. There is absolutely no cuts in Carters FY 81 Budget to appropriate $2,100,000 for the O'Neill Unit in Nebraska. This money if appropriated will be used in part to construct the Nordon Dam on the Niobrara River. This dam will be the source of water supply for the O'Neill Unit of which 7700 acres are irrigable.

I understand the House & Senate appropriations Committee plans to consider many appropriations including the O'Neill Unit irrigation district. this month I urge you to consider and approve the O'Neill Unit.

Sincerely
Dwight Harder
Route #1
O'Neill Nebr. 68763

O"Neill, Nebraska
March 3 1980

Honorable Tom Bevill, Chairman
Public Works Committee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill;

We would like your support of the Niobrara Irrigation Unit and particularly the O'Neill Unit.

We believe that the Norden Dam should be constructed on the Niobrara River as soon as possible.

There has been too much emphasis placed on the environmental impact and not enough on the needs of the people living in this area.

Environmentalists, especially in this case, are advocating an idealistic but impractical 'cause'.

Water and food for people should have top priority.

We would appreciate your concern and support for the O'Neill Unit.

Sincerely,

Eugene W. Hillrich

Velva L. Hillrich

Springview, Nebraska 68778

March 3, 1980

Honorable Tom Beville, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Hon. Beville:

We are supporters of the O'Neill Project. We live in Keya Paha County where there are few job opportunities. There are no industries located here. We feel the Norden Dam would be beneficial to everyone. We need some opportunities available to hold people in this community. The benefits from the recreational use of the reservoir would far outreach the use of the 19 mile stretch of the river.

We, as parents, look to the future to do what we can for our children. We hope the leaders and representatives of our country will do all they can to improve our country for future generations.

Sincerely,

Marie Larson

Mr. and Mrs. James R. Larson

T-L Irrigation Company

P.O.Box 1047 East Highway 6
Hastings Industrial Park
Hastings, Nebraska 68901 402/462-4156

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IRRIGATION Tubing 4" 6" 8" 10"

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February 26, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill;

Senate and House committees will be holding hearings in March on the O'Neill Unit.

Nebraska needs the O'Neill Irrigation Project for a number of reasons. First, because agriculture is such an important part of our economy. We need to make every effort to conserve our water, to contain it in Nebraska for future use. We have no guarantee that our underground water will last forever.

Other irrigation projects have proven beneficial to Nebraska, and when complete the O'Neill Project will not only help in the conservation of water but will add to the beauty of the state and aid in the preservation of wildlife, and add to the recreational facilities to that area of the state of Nebraska.

President Carter supports this project and has budgeted funds for the O Neill Unit. I urge you to give this your full support.

Sincerely,

T-L IRRIGATION COMPANY

LeRoy W. Thom
President

H.R. 11580

Honorable Tom Bevill.

Please listen to the people of the O'Neill Irrigation Project District who have voted for the Project. We realize the danger to see if our underground waters is depleted due to the vast amount of Center Pivot Systems pumping underground waters.

Please Consider the people of this area and our reasons for voting for this project when you make your decision on the O'Neill Irrigation Project.

Midge Clark

STATE FARM INSURANCE

EVERETTE E. COPES, Agent
Auto- Life- Health- Home and Business

P.O. Box 31, 307 No. Main Ainsworth, Nebraska 69210
Phone: Off. 387-1931 Res. 387-1994

March 3, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman:

I again write to reaffirm and register my support for the O'Neill Irrigation Unit Project. It is my hope that you will support the appropriation requested.

I am sure that you recognize the importance of water and water conservation. By using the abundance of water being wasted in the Niobrara River, in Nebraska, and converting it to the purpose of irrigation in the O'Neill Project a useful purpose would be accomplished.

Having lived in this part of Nebraska for all of my 64 years I have watched the growth of irrigation for the past several years. In particula I refer to the Ainsworth Irrigation District, a companion under the Pick-Sloan Development program of the Missouri River Basin, and the success of that project.

Irrigation is essential to agriculture and to those engaged in agri-related business.

There are pro's and con's to all Irrigation Districts, I believe I have heard all of them during the past twenty-five years.

I am of the firm opinion that there is no other efficient and feasible method of irrigating than by gravity/ditch methods used from reservoirs.

Mechanical methods are causing a drain on our natual ground-water supply as well as becoming a big user of short energy supplies, primarily oil and electricity. The cost of pump irrigation is now prohibitive.

I urge your support of the needed funds to construct this O'Neill Unit Project.

Yours Respectfully,



VIRGIL L. LAURSEN
Box 276
O'NEILL, NEBRASKA 68763
REAL ESTATE - MANAGEMENT - APPRAISALS - LOANS - INSURANCE

February 29, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

RE: O'NEILL IRRIGATION PROJECT

Please be advised that I ask for your support on the above mentioned project, after attending ameeting last week at Bartlett, Nebraska, with regard to a controlled water district under the Upper Elkhorn Natural Resource District, as I am a director of same.

Many things were discussed at this meeting, such as ground water levels - recharge in water quality, degradation, instream needs and several other items that I am sure you are aware of that would be discussed at length during a public hearing.

Your support will be greatly appreciated. Please help us divert this water through the Norden Dam into our area, rather than let it flow by. It would certainly be a great benefit.

Yours truly,

Virgil L. Laursen
Rancher - Farmer &
Director of UNRD

VLL/et

February 25, 1980.

Hon. Tom Beville,
Public works Subcommittee,
House of Representatives,
washington, D. C.

Dear Chairman Beville,

As a stockfarmer and rancher in the area which The O'Neill Unit will serve, I would like to urge favorable considerattion of the O'Neill Unit, which is included in President Carter's FY81 budget.
The O'Neill Unit has a cost benefit ration of 3.2% and is in the top 25% of the projects in the nation.

At the present time there is in excess of 350 irrigation units in the O'Neill project area. A majority of these units are pivot irrigation units which cost in excess of $65 000.00 to install.
If the ground water levels fail it could mean financial disaster to to the stock farmers and the business men of the area.
The University of Nebraska water specialists have maintained test wells in the area and have warned of the dangerof lowered water levels in the O'Neill project area.

As a member of The Niobrara River Development Association, I am familiar with The Ainsworth Irrigation Unit in this area. This unit has brought financial stability to this area and has been an asset to Nebraska and the nation in this time of energy crisis.
Prior to the construction of the Ainsworth unit bank deposits in Ainsworth were $3 000 000.00. Today the banks have deposits in excess of $65 000 000.00.
Charles Fuller an official of the Nebraska Game and Parks Commission states in a report that the Merritt Reservoir which supplies water to The Ainsworth unit had 147 503 visitors in 1979.
The Norden dam which will provide water to the O'Neill unit will be even more beautiful and willattract more visitors in this time of energy crisis

The O'Neill unit will be a valuable asset to Nebraska and the nation at this time when agricultural products mean so much in the years ahead.
As stated The O'Neill Project has a benefit cost ratio of one of the best in the nation. The energy saved by this project will be most valuable.
May I urge favorable consideration of the O'Neill unit.

Sincerely

Leo H. Beattie
Ainsworth, Nebr 69210

D. W. TROWBRIDGE FORD, INC.



Phone 336-2400 O'Neill, Nebraska 68763 Box 379

Feb. 27, 1980

Dear Congressman Bevill:

The understanding I receive is your Appropriations Committee will be holding hearings in March on President Carter's 81 budget. I am writing you requesting your support of the O'Neill Unit allocation of $2,100,000 of funds.

From 1961 to 1966 I was a Ford Dealer in Ainsworth, Nebr. The similar irrigation project was developed and built around Ainsworth, Nebr. called the Ainsworth Irrigation Project. The economic growth was unbelievable. Jobs were created and wages elevated, new business created and exsisting business growth was increased several times the inflation rate. Farmers, cattle feeders, ranchers, businessmen, labor people all benifitted from increased income raising their standard of living and taxable income. Land appreciation was many times the inflation rate over the last 20 years, contributing to increased capital gains and Federal estate tax.

Recreation of boating, camping, fishing, has multiplied by a thousand times on the Snake River due to installation of Merritt Dam and Reservoir; a part of the Ainsworth Irrigation Project.

I lived in an area where the irrigation project was built and was successful. I now live in the proposed O'Neill Irrigation Unit area. This area has the most concentrated sprinkler pivot irrigation systems in the world. We need the O'Neill Unit so it will help recharge the exsisting ground water supply. We need the O'Neill Unit so it will do for our area as the Ainsworth Unit did for Ainsworth and Brown Co., Nebraska.

In closing, I am reminded of the E.P.A. televison ad of the tearful Indian. As I watch the hundreds of millions of gallons of water flow downstream into the ocean, wasted, as it has since Columbus made his discovery, I too feel a trickle on the cheek.

Sincerely,

D. W. Trowbridge

HOLT COUNTY
FORD CENTER

FORD
MERCURY

March 11 1980
Ennis Texas

Honorable Tom Bevill, Chairman
Public Works Committee
Committee on Appropriations
House of Representatives
Washington D.C. 20515

Dear Mr Bevill;
I am asking you to support funding of the O'Neill unit for the following reasons.
It will use and hold back spring run off, that is not needed in the Gulf of Mexico.
It will help replace the Ogalla Aquifer, which is being drained faster than it can recharge.
The cost of this project will be repaid by the people that use it.

Respectfully
Norris C Berry

Henderson, Nebraska
February 26, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Honorable Tom Bevill,

I'm again writing you in regard to the O'Neill Irrigation Unit. I'm convinced that this project is a real good project in every respect. In general irrigation always pays. Agriculture being the prime industry in Nebraska, the O'Neill project could make a further economic impact on our economy. It would enhance jobs of all kinds, and stimulate industrial growth. We need only to look at other irrigation projects to see what it has done for large communities. A few years ago I had the privilege of visiting irrigation projects in Africa as well as projects in our great North West, here in U. S. A. It is amazing what irrigation projects do for the growth of financial and industrial strength of a community or state.

We need the O'Neill Project to off set our inflationary trend. We need some down to earth investment to off set some of the many give away programs our country has engaged in. We need to enhance our environment with good habitat for wildlife and recreational facilities. It is uncalled for to let our surplus surface water sail down to the gulf coast when it is so badly needed for irrigation and recharge purpose of our underground water supply. Having been in irrigation well drilling as early as 1940, having constructed 2400 irrigation wells and city wells, I'm well acquainted with depleting water levels.

We need the extra power in the form of electricity that could be generated from the project. We need the extra flood control that it would help create. I believe the general public would greatly benefit from the project in every way. It is a tremendous bargain in today's figures and is not a political deal and will be repaid by the users to the Federal Treasury over the years. The cost ratio, as you may well know, is the best in the country-2.5 to 1.

I'm especially interested as we have wells in the O'Neill project area and our wells are even more on the fringe area of the good water area. Our wells have been a problem for lowered water levels and running short on water in the dry years when we needed more water. If we do not get the O'Neill Project the O'Neill, Atkinson areas will eventually be greatly effected and could cause great loss in tax revenue for State and Federal government. This project would stabilize our ground water levels.

We are elated that President Carter has appropriated $2,100,000 for the project and we would greatly appreciate and am asking you to support the President's funding for 1981 of the O'Neill Project. I'm convinced that it is a good deal for community, state and country.

Yours Truly,

Gustav Thieszen

Tulsa, Oklahoma,

March 7, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Mr. Bevill:

Re: O'Neill Unit 1981 Funding

This Unit is a part of the program authorized for the Pick-Sloan plan for the Missouri River Basin, and a full benefit cannot be realized until all the units are completed. President Carter's FY-81 budget includes $2,100,000.00 for this O'Neill Unit.

This is a Reclamation repayment program - not a give-away. The local people repay the loan by direct payments and increased taxes generated by the project.

It is an investment in the future of Nebraska and contrubutes to the whole general welfare of the State by the economic impact of jobs, financial and industrial growth, sales of agricultural products and the recreational use enhances the recreational environment.

This project is most worthy from all aspects and you are urged to support the President's request for the 1981 funding of the O'Neill Unit.

Respectfully requested,

Mrs. Alma Nelson
2132 E. 23rd Street
Tulsa, Oklahoma, 74114

O'Neill, Nebraska
Feb. 27, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Ref: O'Neill Unit

Honorable Tom Bevill:

We are sure you are aware of the various entities that are favorable for the O'Neill Unit. One of which I would like to relate to you.

As I cross the Niobrara river and on each occasion, I find myself bewildered, when you see this massive amount of water moving down stream at the rate of some eleven foot (11') drop per mile, and knowing no one will benefit from it in it's present state.

It would appear the O'Neill Unit is justifiable and forthcoming.

Your approval of the project will be appreciated.

Sincerely,

K. O. Nelson

K. O. Nelson
220 West Cedar
O'Neill, Nebr. 68763

Box 23
Springview, Nebraska 68778
March 7, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

As a life time farmer and rancher of this area, Keya Paha County, I can see nothing but good things coming from the completion of the porposed O'Neill Unit.

Recent years have proved that irrigation is becoming a necessary development in this area. The present irrigation systems are robbing the precious fresh water supply of this area. The O'Neill project would help recharge much of these under ground water supplies. The flood irrigation system provided by the dam would also help conserve our very precious energy supplies for future years.

With inflation being increased at the present rate, I feel the project should not be delayed any longer. The reclamation repayment programs are not a give-away.

I hope you will feel it possible to support this worthwhile project.

Sincerely,

Glen Wallock

Glen Wallock

February 25, 1980
O'Neill, Nebraska

Honorable Tom Bevill, Chairman
Publics Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C.

Dear Mr. Bevill:

Without going into beneficial aspects of the O'Neill Irrigation Unit that I know less about than others, I will speak for the affirmative reasons that are quite obvious for the project.

My grandfather was a homesteader in Holt County, my father farmed that same place and I was forced off because of the drought in the thirties. If they were to return for one look and see what water has done for this county I know they would be in favor of having it available when needed at any cost.

Groundwater is our most valuable resource but it can and will be exhausted without some foresight for recharge. When you see all that water flowing to the Gulf of Mexico it is not difficult to understand that it should be nursing crops to feed a hungry world population. What better reason is there for spending money than to feed the hungry, raise the standards of living and save our resources? Millions are spent on defense, but isn't saving the land our first line of defense? Every day it is delayed the cost of this project increases. The cost would have been much less several years ago and we are still fighting red tape.

Any of us born of this heritage has to be an environmentalist to some degree, but I do not believe the whooping crane or birch tree is endangered at all by the water impounded on the Niobrara River. Crane sightings there are so rare that the birds that did stop were too weak to continue on to the Platte, their natural habitat.

From information available both pro and con for this project, the benefits certainly outweigh the detriments. I respectfully urge you to support President Carter's FY81 budget for the O'Neill Unit.

Sincerely yours,

Duane Gray

Duane Gray

Ennis N.C.
May 1 - 1980

Honorable Jim Bennett, Chairman
Public works Subcommittee
Committee on Appropriations
House of Representatives
Washington D.C. 20515
Dear Sir

I am writing to your Committee in regard to Jordan Dam. I think this project has great potential in regard to flood control.

As much of the area has been developed it has a possibly of Ground water shortages in the area. Also provide valuable assets to the area it will work a new of many new beneficial Need for recharging ground water provided by other Projects in State, many water that is by passing the area. Help in ecology as much as it will help many areas now Developed. The benefits ratio is very best in nation as to cost ratio. I would therefore ask your Committee to favor this project

Yours Truly
Harvey Kingman

CLYDE E. BURDICK
1206 East 1st Street
Ainsworth, Nebr. 69210
Phone 402-387-1671

Feb. 25, 80

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representitives
Washington D.C. 20515

Dear Congressman Bevill:

It has been proved, time and again, that without water to supplement the meager rainfall in Holt County Nebraska farming cannot be susecful.

The Oneill Irrigation project which is designed to provide water by gravity flow from the Norden Reservoir will assure the farmers on more than 70,000 acres of a dependable water supply. The project will save energy by providing the gravity flow water supply to the farmers and will strengthen the economy of this area by new employment opportunities and increased business. It will give the young people of the area an opportunity to stay on the farm. It is a sound, well planned project strongly supported by the people it would serve.

I urge your Committee to support President Carters Budget for $2,000,000 for the O'Neill Unit of the Missouri River Basin Project.

Sincerely Yours

Clyde E Burdick

Clyde E Burdick

Nebraska State Legislature

Unicameral
Lincoln, Nebraska 68509

SENATOR JOHN DECAMP

District No. 40
Box 34
Neligh, Nebraska 68756

Legislative Address:
State Capitol
Room 1116
Lincoln, Nebraska 68509
Telephone (402) 471-2618



EIGHTY-SIXTH LEGISLATURE

COMMITTEES

Chairman, Banking, Commerce and Insurance
Vice Chairman, Executive Board
Chairman, Legislative Special Energy Committee
Agriculture and Environment
Business and Labor
Committee on Committees
Administrative Rules and Regulations Review
Vice Chairman, Reference Legislative Council

March 19, 1980

The Honorable Thomas Bevill
Chairman, Appropriations
Subcommittee on Public Works
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman,

As the state senator from Nebraska's 40th Legislative District, I wish to express my support for the O'Neill Unit reclamation project, and for continued appropriations for construction of that project. The principal lands to be irrigated by the O'Neill project are located within my state legislative district.

The importance of irrigated agriculture to the economy of my area and the continued survival of family farms is paramount. Well recordings by the University of Nebraska Conservation and Survey Division, and the U.S. Geological Survey show that significant declines in ground water levels have occurred in the area which will receive water from the O'Neill project.

The completion of the O'Neill project not only will provide recharge of the declining ground water table, but will help to ensure continuation of family farm operations and stabilization of the economy of a significant area of Nebraska. I am pleased to be able to add my strong support for continued funding for construction of the O'Neill project.

Sincerely,

John W. DeCamp
Nebraska State Senator
40th Legislative District

JWD:j

cc: Mr. Alfred Drayton
O'Neill, Nebraska

State of Nebraska
Department of Water Resources
301 Centennial Mall PO Box 94676 Lincoln Nebraska 68509 402/471-2363
Charles Thone, Governor John W. Neuberger, Director

March 21, 1980 IN REPLY REFER TO

The Honorable Tom Bevill
Chairman, Subcommittee on Public Works
House Committee on Appropriations
H218 Capitol
Washington, D.C. 20515

Dear Congressman Bevill:

SUBJECT: O'Neill Unit, Niobrara River, Nebraska

On December 19, 1979, the Department of Water Resources, on behalf of the State of Nebraska, held an extension of time hearing for the surface water permits granted to the North Central Nebraska Reclamation District. Subsequent to the hearing, an extension of time was granted until July 31, 1982. In effect, the State has determined that the O'Neill Unit's water rights are in proper order for the project to proceed to divert natural flow and storage waters to beneficial use on project lands.

I am pleased to inform you that under the water laws of Nebraska, there is ample unappropriated water in the Niobrara River to provide a dependable source of surface water for the O'Neill Unit as authorized by Congress on October 20, 1972.

The above endorsement for using Niobrara River surface waters by the O'Neill Unit should not, however, be interpreted as advance approval of the plans for constructing the dam. Under Nebraska law, such plans must be approved from an engineering and design standpoint to insure and protect the public safety and welfare.

I am pleased to report on the status of the project's water rights and urge continual funding to the Water and Power Resources Service for the O'Neill Unit.

Sincerely yours,

DEPARTMENT OF WATER RESOURCES

John W. Neuberger

John W. Neuberger, Director

JWN:cd
cc: Mr. Alfred Drayton, President
North Central Reclamation District

BARBERS POINT HARBOR, HAWAII

WITNESS

FRANK F. FASI, MAYOR, CITY AND COUNTY OF HONOLULU, HAWAII

Mr. BEVILL. The Honorable Frank Fasi, Mayor of the City and County of Honolulu, is our next witness. We are pleased to have you with us, Mayor.

Mr. FASI. Nice to be here.

Mr. BEVILL. You may present your prepared statement if you wish and summarize it or however you wish.

Mr. FASI. If I may, I would like to read what I have and interpose a few comments.

I appreciate this opportunity to testify in opposition to the request by the Corps of Engineers for an appropriation for a deep-draft harbor at Barbers Point, in the City and County of Honolulu.

I have traveled 5,600 miles in getting here. I understand the Governor of this State, the congressional delegation and our two U.S. Senators favor this proposal. Notwithstanding that fact, I feel so strong about this project that I am here to oppose it and tell the Federal Government, keep your money. Spend it somewhere else where it is more badly needed.

The Corps of Engineers and the State of Hawaii propose to build a new deep-draft harbor 23 miles from Honolulu on the remote sparsely populated western coast of Oahu. The harbor basin will cover 94 acres and require excavation of 10.5 million cubic yards of coral and limestone. The purpose is to eliminate the overland haul of bulk cargo from Honolulu Harbor to Ewa industries.

The current estimated total cost of the project in 1980 dollars is $121 million. The federal share is $58.5 million and the State of Hawaii's share is $62.5 million. I have no doubt that costs will exceed $150 million dollars before construction is completed.

The reason that I, as Mayor of a major U.S. City, take the unusual position of objecting to a federal project of this size is that it is the wrong project, for the wrong place at the wrong time. It is a waste of federal tax dollars in where the harmful impacts of the harbor will far exceed its benefits. It is my responsibility as Mayor to bring these matters to your attention to save tax dollars and to seek to prevent injury to the City and County of Honolulu.

The $121 million dollar federal and state capital investment will buy a harbor that is not needed and will never pay for itself. The forecast by the Corps of Engineers of cargo required to support this redundant facility was based on obsolete data, exaggerated population and economic growth projections and other errors in procedure, substance and method. Concurrently, the capacity of Honolulu Harbor was arbitrarily underestimated. The cargo handling rates projected for the next 50 years are lower than those currently achieved by Honolulu shipping companies. The claim that a new harbor is needed is based on those two faulty calculations.

To put this in perspective, cargo volume through Honolulu Harbor rose slowly from 5 million tons in 1960 to stabilize at about 8 million tons between 1970 and 1973 and then fell to 6.8 million tons in 1977.

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The optimistic growth rates projected five years ago are inconsistent with current economic conditions.

Honolulu shipping companies object to management problems and the inefficiency of redundant duplicate facilities. They have expressed doubts that cargo needed to support the new harbor will ever be generated. Matson Company recently started construction of new facilities costing $16 million within Honolulu Harbor that they say will be adequate for at least the next 20 years. (Matson is the largest shipper to Hawaii carrying over 80% of the total general cargo tonnage shipped.)

The economic weakness of the Barbers Point project is confirmed by the weak and misleading benefit/cost analysis prepared by the Corps of Engineers. The positive ratio of benefit to costs was achieved by omitting important costs including questionable benefits.

INTEREST RATE

We feel that the real benefit/cost ratio for the harbor project is negative. For example; the discount rate of 3¼% used by the Corps of Engineers for harbor project evaluations produced a benefit/cost ratio of 2.3. At 6⅛% the benefit/cost falls to 1.2 and at approximately 8% it falls below one. The true cost of money is much higher and is reflected in the 10% discount rate used in 1979 by the U.S. Navy for Pacific region projects. Correction of only this factor would reverse the benefit/cost ratio.

The benefit/cost analysis contains other errors of procedure, substance and scope. It masks the fact that a deep-draft harbor at Barbers Point is a loser—a white elephant to be supported by the people of Hawaii through higher taxes and higher costs of consumer goods. However, the other harmful effects of the new harbor may be even more important.

The new harbor is a strong urbanizing force. It will disrupt the city's growth management plans for a compact, energy efficient city and trigger urban sprawl and population decentralization. Relocation of the warehouse and distribution center 23 miles away from the major population centers will increase cost and availability of retail goods and services for most Oahu consumers and significantly increase energy consumption. The serious energy inefficiency of this scheme to decentralize population, industry and commerce has been ignored. The entire concept is a carry-over from the 1960's. It is out of step with the economic and energy realities of our times.

Over the years, since 1957, I have objected to the Barbers Point Harbor project and have proposed instead, full development of the large reserve capacity of Honolulu Harbor and subsequent expansion of harbor facilities in Middle Loch or West Loch of Pearl Harbor when if needed. These suggestions have been ignored or arbitrarily rejected without a fair consideration.

First, construction of new harbor facilities and redevelopment of obsolete facilities would more than double the capacity of Honolulu Harbor. In addition, up to 500 acres of new land for harbor facilities, industry, warehousing and recreational uses can be built in the Keehi Lagoon area, adjacent to Honolulu Harbor. This would maintain

the economic vitality of Honolulu industry and commerce and provide adequate harbor capacity for at least another 50 years.

My proposal to use Middle Loch or West Loch of Pearl Harbor as a commerical harbor is only part of my long term effort to use these most important water resources for naval and civilian uses. The Navy has rejected my proposals in the past for reasons that do not reflect current military strategies, or technology and the fact that capital ships will never again be concentrated in any large numbers in Pearl Harbor. Pearl Harbor is the only major port in the United States reserved exclusively for Navy use. Consequently the vast economic and recreational potential of 10,000 acres of watershed and land at Pearl Harbor remains undeveloped. It is a resource that is being wasted by our Country.

The transportation needs of the industries now at Barbers Point can be met with a barge system from Honolulu Harbor to the existing barge harbor at Barbers Point. If necessary, the trans-ocean barge harbor option studied and rejected by the Corps of Engineers should be reconsidered. The Corps study found a benefit/cost ratio of 3.4 for the trans-ocean barge option attributable to the direct result of overland transportation savings on bulk type cargo including cement and cement products, grain and feed products, lumber and miscellaneous goods and supplies adaptable to transportation by barge. Our investigations show that all kinds of bulk, general and containerized cargo can be shipped by trans-ocean barge at fully competitive rates.

The trans-ocean barge option is 1/10 the size and cost of the deep-draft harbor. It satisfies shipping requirements at a 3.4 benefit/cost ratio. This economical and workable option deserves reconsideration.

My proposal to make the major investment in Honolulu Harbor or Pearl Harbor would maintain and improve the economic vitality of Honolulu. It would encourage new industry and commerce to locate within the harbor environs and thus maintain and improve employment opportunities within the primary urban and population center of Oahu. In particular, a long term program for major construction, renewal and reconstruction of Honolulu Harbor would provide stable and continuing benefits to the construction industry equal to or greater than one-shot construction of a new harbor.

In summary, I request that the initial 10.7 million appropriation of federal funds for the Barbers Point Harbor be removed from the proposed United States budget for 1981 and that the entire project be abandoned.

I might add, Mr. Chairman, that they are going to buy 94 acres of land from the Campbell estate, one of the largest landholders on Oahu. In expectation, they will get 98 percent of the fair market value, which could be anywhere from $50 to $100 million for land which was purchased on the open market would be worth less than $1 million.

I feel, Mr. Chairman, if the Congress of the United States is really concerned about balancing the budget, this is one case where I think you can save yourselves an initial expense of $10 million that may balloon to $75 million before this project is finished.

Mr. BEVILL. Mayor, you mentioned that the two Senators, the two House members and the Governor are all for this program. I am curious to know what the view of the administration of the City of Honolulu is. What position did the city government take on it?

Mr. FASI. As far as the Mayor's office is concerned, we are opposed to that.

Mr. BEVILL. Do you have a council?

Mr. FASI. They are in favor of it.

Mr. BEVILL. All of them?

Mr. FASI. The Campbell estate is one of the biggest contributors to political campaigns in Hawaii. That might have some effect. They even contribute to me.

Mr. BEVILL. But they are all for it, the City Council?

Mr. FASI. Yes.

Mr. BEVILL. What about the county government?

Mr. FASI. We don't have a county government. It is like San Francisco.

Mr. BEVILL. So actually, all the city officials, city and county officials as you call it, your two Senators, the two Congressmen and Governor are for it.

Mr. FASI. And the legislature.

Mr. BEVILL. You are against it.

Mr. FASI. I am against it because I know it is wrong, Mr. Chairman. All you have to do is check the merits of the project.

Mr. BEVILL. I am sure we will. This committee will certainly consider everything you have pointed out here. We appreciate your testimony and appreciate your calling this to our attention. Thank you so much for your contribution.

Mr. FASI. Thank you for giving me the opportunity to speak with you.

Mr. BEVILL. All right, sir. Come any time.

Mr. FASI. I will. One last thing, though. I hope you heard that last statement I made. If you really want to balance the budget, then get this pork barrel project off the budget.

Mr. BEVILL. Thank you.

[The information follows:]

EVALUATION

BARBERS POINT DEEP-DRAFT HARBOR

A Construction Project Proposed by

The Department of the Army
Pacific Ocean Division, Corps of Engineers
Hawaii Region

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
MARCH 1980



Appropriation Title:	Construction, General--Channels and Harbors (Navigation)
Project:	Barbers Point (Deep-Draft) Harbor, Oahu, Hawaii (Continuing)
Location:	Southwest Coast of Oahu, Hawaii
Authorization:	River and Harbor Act of 1965
Federal Agency:	Department of the Army Corps of Engineers Pacific Ocean Division Hawaii Region
Witness:	Frank F. Fasi, Mayor City and County of Honolulu
Date:	March 26, 1980

EVALUATION: BARBERS POINT DEEP-DRAFT HARBOR CONSTRUCTION
Proposed by the Army Corps of Engineers at Barbers Point
Oahu, Hawaii

Introduction:

The U.S. Congress and Federal, State and County officials are currently involved in a major transportation decision for the City and County of Honolulu and the State of Hawaii. This decision is whether or not to build a new deep-draft harbor at Barbers Point on the southwest coast of the Island of Oahu, Hawaii.

The administration of the City and County of Honolulu has taken the unusual position of opposing this $121 million federal/state transportation project because it has determined that a deep-draft harbor at Barbers Point is the wrong project, in the wrong place, at the wrong time. The administration has concluded, for good reasons, that the harbor would adversely impact the economy of Oahu and would irreversibly and adversely impact the pattern and sequencing of urban development of Honolulu, Hawaii's major city. The purpose of this technical paper is to explain and substantiate that conclusion.

Project Description:

Barbers Point Deep-Draft Harbor, Oahu, Hawaii was authorized under Section 301 of the Rivers and Harbor Act of 1965 in accordance with recommendations contained in the Chief of Engineers report dated October 5, 1969.

The harbor site is on the southwest coast of the Island of Oahu approximately 23 highway miles from downtown Honolulu and Honolulu Harbor.

The harbor entrance channel will be 4,280 feet long, 450 feet wide and 38 to 42 feet deep. The harbor basin is 2,000 feet long, 1,800 feet wide and 38 feet deep and covers an area of 94 acres.

Construction of the harbor and channel will require excavation of approximately 10.5 million cubic yards of coral and limestone material. Approximately 89.8% of the dredged material will be exchanged for the privately owned land required for the harbor and harbor facilities. The land owners will stockpile and sell this material to the island mineral industry.

The federal portion of the project is construction of the entrance channel and harbor basin only. Shore facilities required for harbor operations will be funded and built by the State of Hawaii.

Estimated Costs: Barbers Point (Deep-Draft) Harbor, Oahu, Hawaii

Navigational facilities: (Channel and harbor basin)

Estimated Federal Cost (CofE)	$58,400,000	
Estimated Federal Cost (USCG)	100,000	
Estimated Total Federal Cost		$58,500,000
Estimated Non-Federal Cost (State of Hawaii)		8,500,000
Cash Contribution	2,700,000	
Other	5,800,000	
Total Estimated Project Cost		$67,000,000

Harbor Facilities: (State investment)

Phase I: Harbor Facility Construction:

1. Studies/Dredging.....	$ 5,300,000	
2. Increment 1.....	3,750,000	
3. Increment 2.....	9,130,000	
4. Increment 3.....	9,860,000	
	$28,040,000	$28,040,000
Phase II: Harbor Facility Construction	$26,000,000	$26,000,000
Total Cost		$121,040,000

Project Justification: The Corps of Engineers project is justified on the basis of three main arguments:

1. Honolulu Harbor overload: Honolulu Harbor is the center of waterborne commerce for the Island of Oahu and the State of Hawaii, but will become chronically overloaded around the year 2000. New cargo generated by population, personal income and industrial growth will cause the overload.

2. A deep-draft harbor will eliminate overland haul of bulk cargo to Ewa industries and commerce and reduce the trucking costs.

3. The project is consistent with the Hawaii State Plan and the General Plan of the City and County of Honolulu and would benefit the City and County of Honolulu.

City Findings: Conclusions drawn from analysis by the Deparment of General Planning, City and County of Honolulu directly contradict the justification arguments:

1. A new harbor is not needed. There is no evidence future cargo volumes will ever require a second deep-draft harbor on Oahu. The project justification uses unrealistic and obsolete population and economic growth projections characteristic of the 1960's and early 1970's resulting in exaggerated

projections of waterborne cargo. Concurrently, present and reserve capacity of Honolulu Harbor were significantly underestimated. Those two calculations were combined to produce a specious statement of need. If current cargo handling technology is added to the formula, Honolulu Harbor would be adequate until at least 2020 or 2030. If realistic cargo projections and the reserve harbor capacity is added, Honolulu Harbor becomes adequate far beyond any reasonably predictable time.

2. The split harbor system proposed is inherently inefficient. Duplicate harbor and commercial shipping facilities at Barbers Point will raise shipping company costs and create serious ship loading and management problems. These costs will be passed to consumers. Honolulu shipping companies object to this extra cost and plan to continue operations at Honolulu Harbor.

3. The adverse economic impacts caused by relocation of industry and warehousing from Honolulu to a new major industrial and distribution center 23 miles away from the primary urban population center of Oahu would:

   a. Reduce economic activities within the urban center.

   b. Reduce employment opportunities within the urban center.

   c. Adversely impact both cost and availability of retail goods and services for the majority of the island population because of the new 46 mile round trip.

4. The project is in conflict with the State Plan and the General Plan of the City and County of Honolulu. Leapfrogging 23 miles to the south shore of Oahu to build a major port will provoke urban sprawl.

   To contend otherwise is to ignore history. This decision violates basic principles of urban planning, land use and conservation, orderly and efficient planning for expansion of public facilities and services, energy efficiency, urban design and environmental, historic and cultural resource protection. It subverts the growth management policies and objectives of both the State Plan and the County General Plan.

5. The cost of city infrastructure and services would increase because of population decentralization and urban sprawl.

City Analysis:

Analysis by the City and County used the most current economic and demographic data prepared by the Department of Planning and Economic Development of the State of Hawaii. The data replaces the obsolete data used in the Corps of Engineers project justification.

The city analysis found the justification for the new harbor defective. Basic assumptions are faulty; calculations are incomplete; obsolete data are used. Both State and County growth policies are selectively interpreted to appear to support the project and serious growth policy conflicts are ignored.

The harbor will provoke urban decentralization to Barbers Point and will conflict with both the State Plan and the General Plan of the City and County that call for compact, orderly, energy efficient urban growth.

Population:

The population projections used in the harbor calculations is obsolete. Current official State population projections through the year 2000, are about 20% smaller than those used in the project justification. Those projections will probably be revised downward even further after the 1980 census. Under the current State II-F projection, population is expected to increase by only 46% by the year 2000 and level off in the next 10 to 15 years. However, according to the project justification, general cargo volume is supposed to double by the year 2000 and increase 5 fold by 2030. Petroleum imports are also projected to increase to five times the amount imported into Hawaii in 1976.

Large increases in personal income and industrial activity are projected to explain the discrepancy between population growth, the size of general and petroleum cargo projected.

Personal Income:

Harbor planners argue that personal income in constant dollars will increase at an annual rate between 2.75 and 3.3% through the year 2000. This compares with a prediction by the Federal Bureau of Labor Statistics that says that an annual increase of 1-1/2% is the very most that can be expected for the civilian resident population of Oahu for the next ten years. Dr. Walter Heller, former Board Chairman of the Presidents Council of Economics, presents an even more bleak view. On December 1, 1978, he said "as of 1977 the real buying power of the average Honolulu worker has dropped 7% since 1969."

The percentage differences in the growth rate may seem small but they are significant. At 3.3% annual increase, income would double in 21 years, while at 1% it would take 72 years. Income is buying power, buying power is cargo volume.

In addition, the difference between a dollar income and real income is not distinguished. At 3.3% annual income, increase falls behind inflation. Real income growth would require dollar income increases greater than the rate of inflation now at double digit levels.

Considering current economic conditions and the consequences of the energy crisis, real income is more likely to fall than to rise. Therefore, increases in personal consumption cannot be projected at this time.

Industrial Growth:

The balance of the projected cargo growth will result from growth in the visitor industry. No other growth industry was identified. The measure used was occupied hotel rooms.

Visitor industry growth rates and totals were vastly overestimated. For example: harbor calculations project a total of 112,500 hotel rooms on Oahu by the year 2000 or four times the number of hotel rooms now in Waikiki. Hotel room totals for Oahu consistent with current II-F state population projections fall somewhere between 37,000 and 47,000 total for the same period. These lower totals are consistent with controlled growth policies of both 1980 Draft State Functional Plan for Tourism and the State Plan adopted in 1978. This immense discrepancy has not been reconciled in the harbor calculations. However, it contributes significantly to the excessive future tonnage projections used to justify the new harbor.

Future Cargo Volume:

The excessive growth assumed by the Corps of Engineers result in greatly exaggerated cargo volume predictions. In a cross-check, current population and economic data was run through the prediction formulas used in the harbor justification. The cargo for the year 2000 fell to about 3/4 the volume predicted in project justification calculations. However, the deficiency is probably much greater because the mathematical formulas also require revision to reflect current conditions. So revised, the cargo projection will probably fall to 1/2 to 2/3 of that projection.

Harbor Capacity:

The second half of project justification underestimates the present and future capacity of Honolulu Harbor.

80% of all future cargo is now predicted to be containerized and is therefore the major variable in harbor planning. The critical measure is called thru-put and is expressed in containers per acre per year. A comparison of a few figures is illuminating.

Harbor justification calculation project a constant thru-put rate of only 1400-1800 containers per acre per year for Honolulu Harbor for the next 50 years. Currently, Matson handles 2500-3000 containers per acre per year at Fort Armstrong rising at times to 4000 containers per acre per year, and is installing new computer controlled systems at several mainland ports that they say can raise thru-put rates consistently to 4000-5000 containers per acre per year. A variation of the system can be adapted for use at Honolulu Harbor.

To put this in perspective, at current Matson thru-put rates, which are roughly twice those projected, Honolulu Harbor can handle even the excessive cargo volumes predicted by the Corps of Engineers, thru the year 2010 to 2030. With the new cargo handling technology, the harbor would be adequate through and beyond the year 2030. Such thru-puts are feasible and predictable.

The reserve capacity of Honolulu Harbor was overlooked. After full development of the existing space in Honolulu Harbor, land development and fill can provide another 500 acres for harbor, industrial, commercial and recreational uses.

Summary of Need Argument:

The arithmetic becomes very simple. If Honolulu Harbor actually has more than twice the capacity and will recieve about 1/2 to 2/3 the cargo estimated by the harbor planners, no overload can be predicted. It may never occur.

Overland Transportation:

The second of the arguments for the Barbers Point Harbor is based on the self-evident conclusion that it is less costly to truck cargo from Barbers Point to Ewa industries than from Honolulu Harbor. Unfortunately, the issue is much broader.

The Corps of Engineers agree that Honolulu Harbor is, and will remain, the major port of entry for Oahu and the State. However, the project rationale and economic justification link the construction of the harbor at Barbers Point to development of a large scale industrial and warehousing center on adjacent privately owned industrial land. Relocation of industry and commerce from Honolulu to the Barbers Point industrial area is a stated objective. Movement toward that objective will lead to undesirable economic decentralization, diminish the value of Honolulu Harbor and weaken the economy of Honolulu and of the entire island. Transportation costs and energy consumption will increase. The costs and availability of retail goods and services will be adversely affected. The fundamental conclusion is that commerce and industry at Barbers Point can develop only at the expense of the commerce and industry of Honolulu.

Increases in transportation costs and energy consumption are discussed in the following benefit/cost section.

Benefits and Costs:

In benefit/cost analysis, the Corps of Engineers attempts to show that the benefits derived from the new harbor will be greater than the costs. Theoretically, if benefits are not greater than costs, the project is a loser and should be abandoned, however, in this case it seems the policy is to adjust the numbers rather than abandon the project.

The economic weakness of the Barbers Point Deep-Draft Harbor project is revealed in the benefit/cost analysis put forth in a Corps of Engineers Design Memo No. 1 and brought up-to-date by the Corps' economist in the Land Use Commission hearings. A benefit/cost ratio of 1.2 is claimed. However, examination of the analysis raises serious questions of procedure, substance and scope. The 1.2 ratio depends upon the exaggerated growth projections previously discussed. Further, important costs such as the 62 million dollar state investment in harbor facilities were omitted. This

is more than 1/2 the total cost of the project. The analysis considers only 1/2 of the transportation costs. It ignores the fact that every item imported for consumption on Oahu must also be transported from Ewa to a user whether landed originally at Honolulu Harbor or Barbers Point. Such distributional costs are much higher than the costs of bulk transportation. The energy costs for split and remote operations were not considered. Unjustified benefits are claimed. It appears that the benefit/cost ratio is actually negative and Barbers Point Harbor is a big loser.

To place this issue in perspective, a positive ratio of 1.2 is considered very weak—a gamble. For example, UMTA has never funded a transportation project where benefits were less than two times the cost.

Before any further action is taken, the benefit cost analysis should be corrected as follows:

1. Growth projections should be updated using current information.

2. The 62 million dollar state investment in harbor facilities and the cost of operating and maintaining duplicate facilities should be included in the analysis and related to harbor income.

3. The extra costs to shipping companies caused by split harbor operations should be included.

4. The cost of overland transportation from Ewa to consumers throughout Oahu should be included.

5. The costs imposed on small businesses due to split harbor operations and remote warehousing should be included.

6. The discount rate used should be corrected to reflect the true cost of money.

7. The analysis includes the new jobs created as an economic benefit. This is an error. The new jobs will occur because of the unnecessary duplication of harbor facilities. The gains will be wiped out by extra costs to consumer.

Those corrections to the Barbers Point benefit/cost analysis will add large costs that are neither socially or economically justifiable, and show that the Barbers Point Harbor will be $120 million white elephant that will raise taxes and the cost of living for everyone in the State.

Effects of Harbor Project:

The probable effects a new major harbor at Barbers Point will fall into two categories: the effect on urban growth management and economic effects on the primary urban center, Honolulu.

Economic Impacts:

1. The Barbers Point Harbor will lead to decentralization and relocation of economic activities from Honolulu to Barbers Point.

2. The economic health of Honolulu will be weakened. Alteration of the industrial and commercial patterns of Honolulu will create stresses on existing businesses. Business relocation or dissolution will impair the economic vitality of Honolulu. Erosion of the economy of Honolulu will weaken the island economy and adversely affect the island tax base.

3. Development of Barbers Point as a major industrial and warehouse center will move center of supply and distribution 23 miles away from the primary population center. Inaccessibility and transportation inefficiencies will adversely impact cost and availability of retail goods and services to the majority of Oahu consumers.

4. The value of Honolulu Harbor as an existing island and statewide economic resource will erode as commerce and industry relocate at Barbers Point.

5. Relocation of industries and commerce to Barbers Point will increase transportation costs, energy consumption and highway congestion.

6. Relocation of industry and commerce away from Honolulu will reduce employment opportunities within Honolulu and adversely affect the entire work force including minority populations.

7. Urbanization of Ewa will shift population away from Honolulu, lead to development of new retail activities in the harbor area and adversely affect existing Honolulu retail businesses.

8. Barbers Point Harbor is uneconomic. Deficit operations will raise State taxes.

The strategy is simply wrong. It is in direct conflict with both State and County policies, urban efficiency and energy conservation. Honolulu Harbor is and will remain, the center of state water transportation. The correct policy would be full development and maintenance of Honolulu Harbor and its environs, and the primary industrial, commercial and employment center of the island and State.

Effects of Urban Growth Policy:

The City's strategy to manage urban growth and strengthen the economic vitality of existing commercial areas is defined in the General Plan of the City and County of Honolulu, adopted in 1977 and in detailed Development Plans being prepared for adoption in 1980. That growth management strategy is to maintain and improve the economic, social and environmental health of the City and County of Honolulu. It specifies orderly, compact energy efficient, urban growth outward from the existing urban center. It seeks to avoid the adverse impacts of urban sprawl and population

decentralization. It seeks efficient and orderly expansion of governmental infrastructure and services. It expresses particular concern for the preservation and improvement of the economic, social and environmental resources of the primary urban district, Honolulu.

The fundamental growth strategy of the General Plan is expressed in the following objectives and policies:

Population:

Objective C: To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony.

Policy 1: Facilitate the full development of the primary urban center.

Policy 2: Encourage the gradual development of Ewa to relieve developmental pressures in the urban-fringe and rural areas.

Economic Activity:

Objective G: To bring about orderly economic growth on Oahu.

Policy 1: Direct economic activity primarily to Honolulu, Aiea, and Pearl City; and, secondarily, to Ewa.

Physical Development and Urban Design:

Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.

Policy 1: Plan for the construction of new public facilities and utilities in the various parts of the Island according to the following order of priority: first, in the primary urban center; second, in Ewa; and third, in the urban-fringe and rural areas.

Policy 2: Locate new industries and new commercial areas so that they will be well related to their markets and suppliers, and to residential areas and transportation facilities.

Policy 3: Phase the construction of new developments so that they do not require more regional supporting services than are available.

Policy 5: Encourage the clustering of developments to reduce the cost of providing utilities and other public services.

Objective B: To develop Honolulu (Waialae-Kahala to Halawa), Aiea, and Pearl City as the Island's primary urban center.

Policy 1: Stimulate development in the primary urban center by means of the City and County's capital-improvement program.

Policy 2: Provide downtown Honolulu and other major business centers with a well-balanced mixture of uses.

Policy 4: Maintain and improve downtown as the financial and civic center of the Island.

Policy 5: Maintain and improve downtown as a major retail and office center.

Policy 6: Develop the waterfront of Central Honolulu as a port, a recreation area, and a maritime center.

Objective C: To develop Ewa as the secondary urban center.

Policy 1: Allocate funds from the City and County's capital-improvement program for public projects that are needed to bring about the gradual development of Ewa.

Other policies deal extensively with population, economic activity, energy, transportation, housing, the environment and other matters in ways consistent with the objectives of compact, energy efficient urban growth. The deep-draft harbor project for Barbers Point is in conflict with that strategy.

Urban Impacts:

1. Construction of a new major harbor at Barbers Point create a strong urbanizing force in a remote sparsely populated area of Oahu. Urban and population decentralization can be expected.

2. The growth management plans and objectives of the General Plan of the City and County will be disrupted and partially reversed. Full development of the Honolulu area will be inhibited. Ewa (Barbers Point) will develop at the wrong time, place and scale.

3. Governmental costs will increase disproportionately because of urban dispersal and sprawl. The City's ability to target limited resources will be impaired. Unnecessary and unjustified economic and social costs will be imposed on the people of Oahu.

4. Detailed development plans to implement the General Plans are being prepared, cooperatively by the City administration, the City Council, Honolulu Neighborhood Boards and a broad range of concerned citizens and people responsible for development activities of both government and private organizations. This highly organized effort is moving toward a comprehensive resolution of important growth policy issues and production of a detailed and sequenced urban growth management plan. Construction of Barbers Point Deep-Draft Harbor would

pre-empt a major urban sequencing responsibility, subvert local planning authority and impair the city's ability to plan its own future within the limits of its resources and according to its own choice.

City Harbor Development Proposal:

The City administration recommends that the Barbers Point Deep-Draft Harbor project be abandoned. Full development of the large reserve capacity of Honolulu Harbor and subsequent expansion of harbor facilities into Middle Loch or West Loch of Pearl Harbor when needed is proposed instead.

Construction of new harbor facilities and redevelopment of obsolete facilities would more than double the capacity of Honolulu Harbor. In addition, up to 500 acres of new land for harbor facilities, industry, warehousing and recreational uses can be built in the Keehi Lagoon area, adjacent to Honolulu Harbor. This plan would maintain the economic vitality of Honolulu industry and commerce and provide adequate harbor capacity for at least another 50 years.

In order to provide bulk cargo services to Ewa industries, the trans-ocean barge option studied and rejected by the Corps of Engineers should be reconsidered. The Corps study found a benefit/cost ratio of 3.4 for the trans-ocean barge option attributable to the direct result of overland transportation savings on bulk type cargo including cement and cement products, grain and feed products, lumber and miscellaneous goods and supplies adaptable to transportation by barge. City investigations found that all types of bulk, general and containerized cargo can be shipped by trans-ocean barge at fully competitive rates.

The trans-ocean barge option is 1/10 the size and cost of the deep-draft harbor. It satisfies shipping requirements at a 3.4 benefit/cost ratio. This economical and workable option deserves reconsideration.

The concurrent development of Middle Loch or West Loch of Pearl Harbor is for combined Navy and civilian uses is also proposed. In the past, the Navy has rejected City proposals for joint use of Pearl Harbor. However, the reasons given do not reflect current military strategies or the fact that capital ships will never again be concentrated in any numbers in Pearl Harbor.

Pearl Harbor remains the only major port in the United States that is reserved exclusively for Navy uses. Consequently, the vast economic and recreational potential of over 10,000 acres of watershed and land remain undeveloped. It is a natural resource that is being wasted.

Growth Management Strategy: General Plan, City and County of Honolulu

The growth management plan defined in the policies of the General Plan of the City and County specifies orderly, compact and energy efficient sequenced urban development outward from the primary urban center (Honolulu) toward Ewa. The sequencing of growth permits coordinated expansion of city infrastructure and services. The basic policies are as follows:*

Population:

Objective A-Policy 4: Seek to maintain a desirable pace of physical development through City and County regulations.

Objective B-Policy 1: Allocate efficiently the money and resources of the City and County in order to meet the needs of Oahu's anticipated future population.

Objective C-Policy 1: Facilitate the full development of the primary (Honolulu) urban center.

Policy 2: Encourage the gradual development of Ewa to relieve developmental pressures in the urban fringe and rural areas.

Economic Activity:

Objective C-Policy 3: Preserve sufficient agricultural land in Ewa, in Central Oahu, and along the North Shore to ensure the continuation of sugar and pineapple as viable industries.

Objective G-Policy 1: Direct economic activity primarily to Honolulu, Aiea, and Pearl City; and secondarily, to Ewa.

Physical Development and Urban Design:

Objective A-Policy 1: Plan for the construction of new public facilities and utilities in the various parts of the island according to the following order of priority; first, in the primary urban center; second, in Ewa; and third, in the urban fringe and rural areas.

Policy 5: Encourage the clustering of developments to reduce the cost of providing utilities and other public services.

Policy 6: Develop the waterfront of Central Honolulu as a port, a recreation area, and a maritime center.

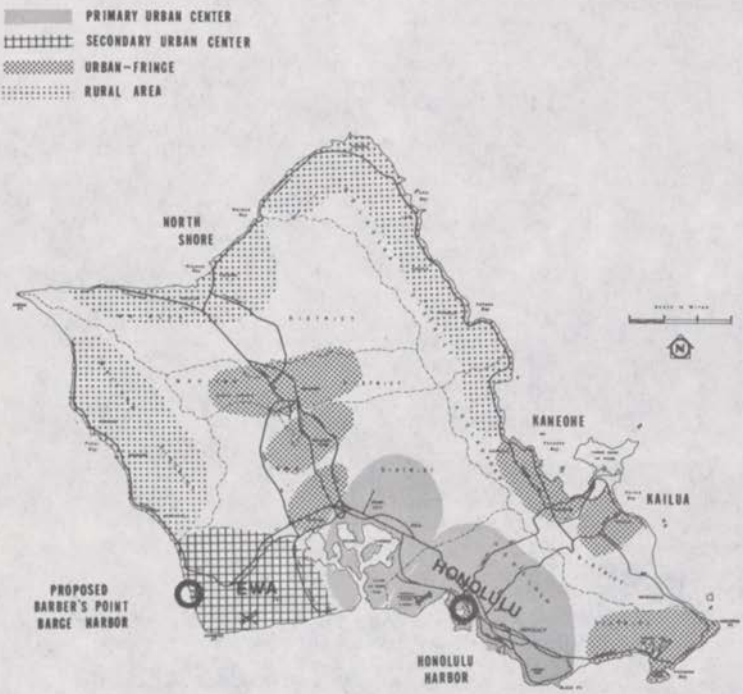
Objective C-Policy 1: Allocate funds from the City and County's capital improvement program for public projects that are needed to bring about the gradual development of Ewa.

*Other related or subordinate policies of the General Plan support and implement the basic strategy

Exhibit A-1

OAHU, HAWAII

City and County of Honolulu



GENERAL PLAN
CITY OF COUNTY OF HONOLULU
URBAN GROWTH MANAGEMENT STRATEGY

Barbers Point Deep-Draft Harbor:

1. Purposes:

   a. Construct new deep-draft harbor at Barbers Point with facilities to handle bulk, general and containerized cargo to eliminate overland haul from Honolulu Harbor to Barbers Point industrial area.

   b. Develop large scale industrial and warehouse center in an adjacent industrial area at Barbers Point.

   c. Encourage relocation of industry, warehousing and other commerce from the Honolulu area to the Barbers Point industrial area.

   d. Encourage development of new city in Ewa district.

2. Impacts: Construction of Barbers Point Harbor will:

   a. Disrupt City and County growth management plans for compact, energy efficient city and increase costs of city infrastructure and services.

   b. Encourage urban sprawl, population decentralization and premature urbanization in a rural area 23 miles west of Honolulu, the primary population, industrial, commercial center of Oahu.

   c. Reduce economic activity within the primary urban center.

   d. Reduce employment opportunities within the primary urban center.

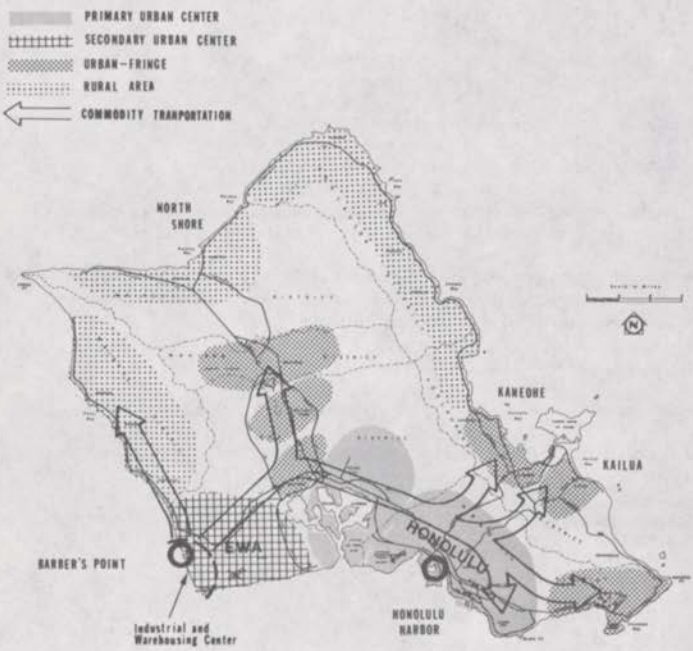
   e. Adversely impact future costs and availability of retail goods and services.

   f. Increase energy consumed in transportation of goods and provision of services.

Exhibit B-1

OAHU, HAWAII

City and County of Honolulu



BARBER'S POINT
DEEP DRAFT HARBOR PROPOSAL
CORPS OF ENGINEERS

Barbers Point Harbor Options:

1. Existing interisland barge harbor: constructed - 1961.

   Basin: Area 9 acres.
   Depth 21 feet.

2. Transocean barge harbor alternate: (This option discarded by Corps of Engineers although it has cost/benefit of 3.4 and could satisfy needs of existing industries at Barbers Point.)

   Entrance channel - 2800 feet long, 300 feet wide, 25 feet deep.
   Basin: Area 19 acres.
   Depth 23 feet.
   Excavation: 1 million cubic yards of coral and limestone.
   Estimated cost: Navigational facilities $10.2 million (1976)
   (Channel and harbor basin)
   Harbor facilities - not estimated.

3. Deep-Draft Harbor:

   Entrance channel - 4280 feet long, 450 feet wide, 38 feet deep.
   Basin: Area 94 acres.
   Depth 38 feet.
   Excavation: 10.5 million cubic yards of coral and limestone.

Estimated Costs: (1980)

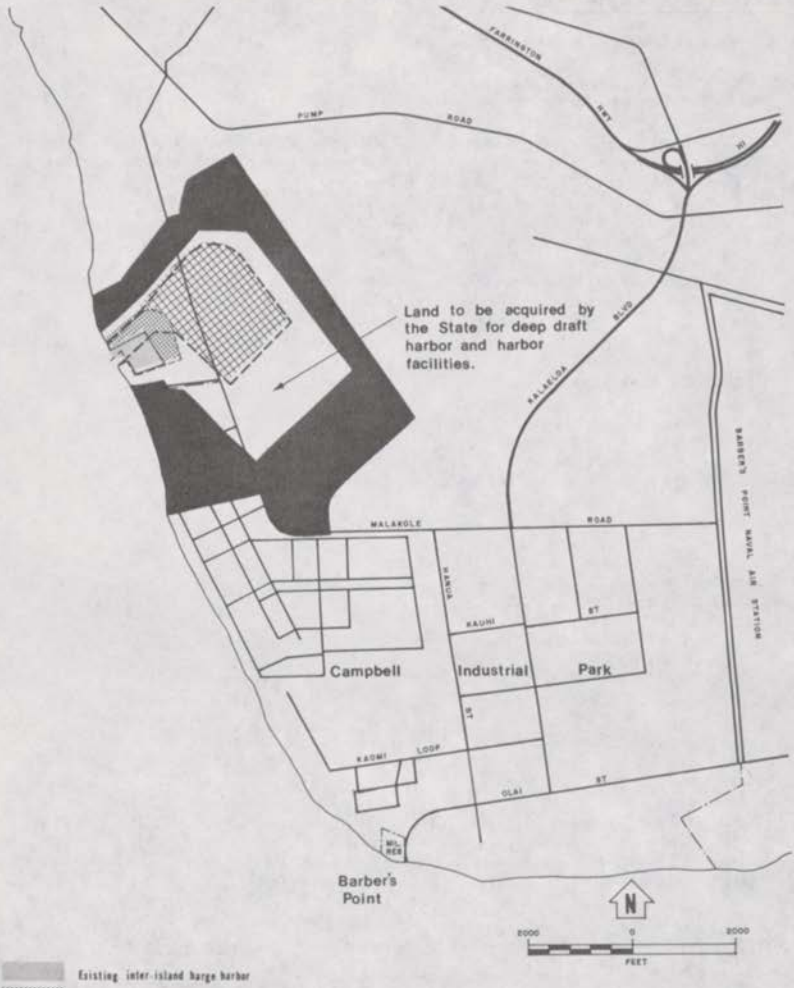
Navigational facilities: (Channel and Harbor basin)		
Estimated Federal Cost (CofE)	$58,400,000	
Estimated Federal Cost (USCG)	100,000	
Estimated Total Federal Cost		$ 58,500,000
Estimated Non-Federal Cost (State of Hawaii)		8,500,000
Cash Contribution	2,700,000	
Other	5,800,000	
Total Estimated Project Cost		$ 67,000,000

Harbor Facilities (State investment)

Phase I: Harbor Facility Construction:

1. Studies/Dredging	$ 5,300,000	
2. Increment 1	3,750,000	
3. Increment 2	9,130,000	
4. Increment 3	9,860,000	
	$28,040,000	$ 28,040,000
Phase II: Harbor Facility Construction...	$26,000,000	$ 26,000,000
Total Cost		$121,040,000

Exhibit C-1



BARBER'S POINT AREA
EWA DISTRICT
CITY AND COUNTY OF HONOLULU

City and County Proposal:

1. Plan for full development of Honolulu Harbor.

   a. Construct new facilities to fully use available land within existing Harbor.

   b. Renew or reconstruct obsolete Harbor facilities.

   c. Build new land to provide future Harbor expansion as needed. New land of approximately 500 acres is available for new harbor facilities, industry warehousing, small boat harbor and water recreation.

2. Maintain the economic vitality of primary urban center:

   a. Maintain and support existing industry, warehousing and commercial activities within the primary urban center and the harbor environs.

   b. Maintain Honolulu as distribution center for commodities and consumer goods for entire island.

   c. Encourage new industry and commerce to locate with primary urban center and Honolulu Harbor environs.

   d. Maintain and improve employment opportunities within primary urban center.

3. Develop Honolulu in compact, energy efficient form consistent with General Plan policies. Prevent urban sprawl and population decentralization.

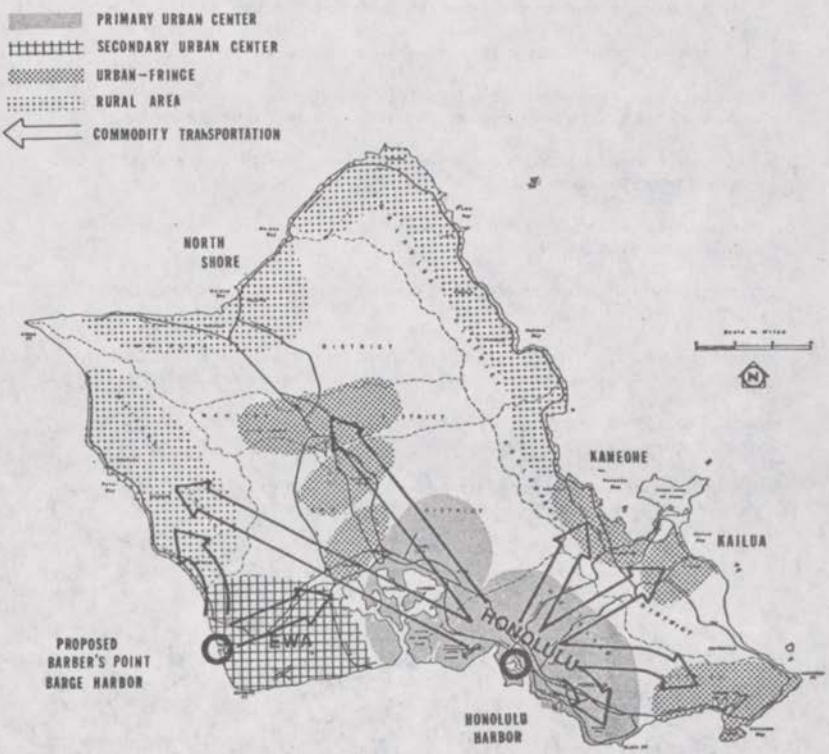
4. Expand existing interisland barge harbor at Barbers Point to accommodate transocean barges and bulk cargo.

5. Develop middle or west loch of Pearl Harbor for both civilizn and Navy use. Uses to include commercial harbor facilities as needed.

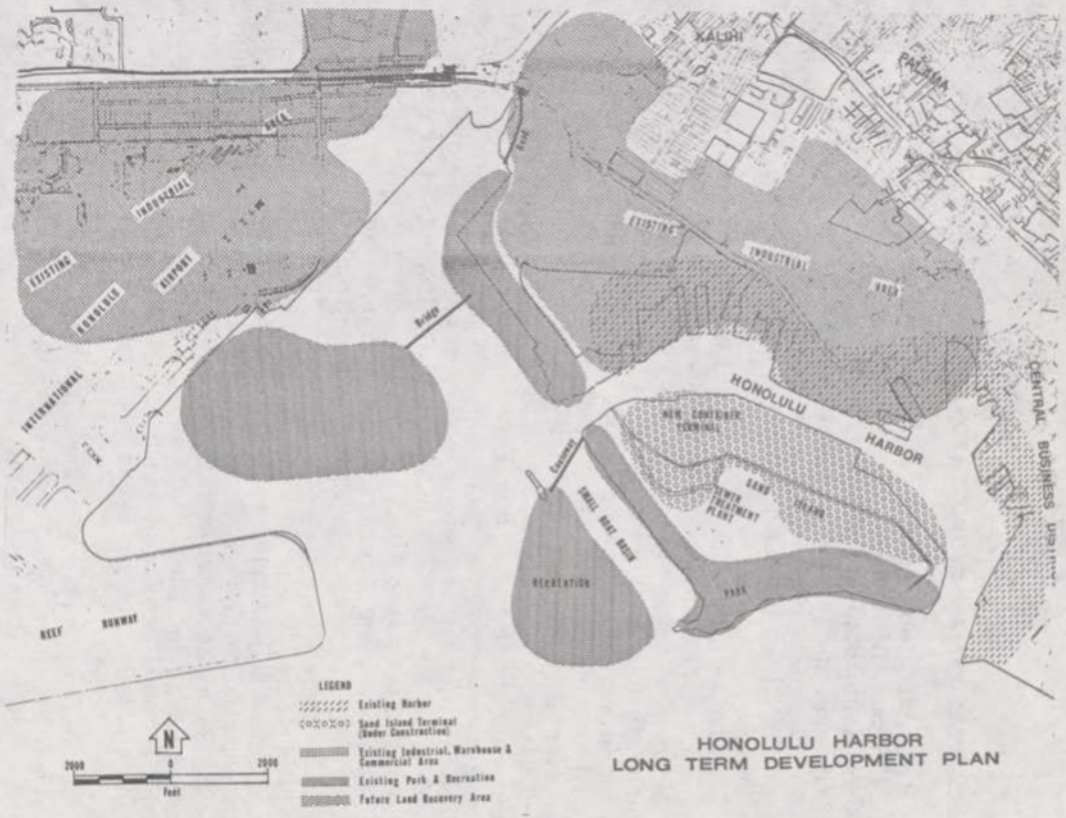
Exhibit D-1

OAHU, HAWAII

City and County of Honolulu



CITY AND COUNTY PROPOSAL
HABOR DEVELOPMENT



HONOLULU HARBOR
LONG TERM DEVELOPMENT PLAN

KENTUCKY PROJECTS

WITNESS

ROBERT HOFFMAN, COORDINATOR, KENTUCKY RIVERS COALITION

Mr. BEVILL. Next we have Mr. Robert Hoffman, the Coordinator of the Kentucky Rivers Coalition.

Mr. Hoffman, we are pleased to have you with us. You are allotted five minutes, and you may proceed as you wish.

Mr. HOFFMAN. First of all, I am from Lexington. I represent the Kentucky Rivers Coalition, a coalition of recreation and landowners in the state.

We have testified in the past on a number of Corps projects for and against. I want to do the same thing this year.

My general comments on the whole budget work like this. We have noticed there is $100 million or so in the Kentucky budget this year, prior to any cuts or changes that have been made. The most outstanding thing we noticed in there was that over half the expenditures were for essentially recreation purposes.

Kentucky has been a state long flood ravaged. Through your committee's work there has been over $1 billion pumped into the state for many water projects, many flood control dams. But over the years, flood control tended to become less and less of the major project.

Today, a project like Campground Lake has only 11 percent of its resources for flood control.

We believe Kentucky is recreation rich in no small part because of your committee's appropriations. But we think the time has come to move away from heavy expenditures on recreation and move back to flood control.

We don't believe multipurpose projects as put together today have the potential to provide the kind of flood control benefits Kentucky needs. So, we have been working very hard through the state legislature, through local leadership and in many counties of the state to work for small structural and nonstructural alternatives.

As you know, there is a vast quantity of them. No one alternative fits every location.

So, we have worked very hard, is what I am trying to say.

There are three flood control investigations in the budget for Kentucky, one for the City of Salyersville to study the feasibility of a small cut-through project similar to one constructed with Corps of Engineer help at Pikesville.

The other is River Basin projects at Cumberland and Kentucky River. We support all those with the modification that the studies go one step further and identify clearly the small structural and nonstructural alternatives available to those people for immediate flood damage relief.

YATESVILLE PROJECT

We do support those. In reservoirs, we have been here a number of times testifying against the ever present Yatesville dam project. It is still in the mind of Mr. Perkins of the Seventh District. We think it

continues to represent really the worst in flood control solution for the state.

We have looked over the project and for $65 million Kentucky is still not buying any flood control. We will continue to oppose it for that reason, and I want you to notice our voice is shrill.

We have also locked in the Campground Lake project. You may have heard the benefits of that project are slowly dying out. The Corps was advised in 1978 that water control was no longer necessary.

The project has moved. The Louisville Water Company has expressed an interest in water supply, but is nowhere close to giving assurance it would participate. We are more than certain that the water company will decide not to participate.

We have also noted due to lack of downstream development, flood control and benefits have been cut in half. So, over the years flood control benefits have slowly disappeared.

Hydropower has been discussed as a $16 million line item in the budget. Given the physiographics of the region, we don't think that can be feasibly contracted. So we ask you to save the study funds in cutting that project.

Just as the Missouri has problems, the Ohio has had problems. We have been estimating that hundreds of miles of the Ohio have eroded back 50 to 100 feet in the last several years. It has been an equal opportunity destroyer which has hurt businesses, parks, cemeteries, many public and private facilities.

Senator Ford once made a statement that the damages could one day exceed $4 million. We would ask the committee to consider adding additional maintenance and operations funds for erosion on the Ohio River.

That is my statement.

Mr. BEVILL. Thank you very much for your contribution. We will put your full statement in the record.

[The information follows:]

KENTUCKY RIVERS COALITION
P.O. BOX 1308
LEXINGTON, KENTUCKY 40590
PH. (606) 233-7227

March 26, 1980

STATEMENT OF ROBERT C. HOFFMAN, COORDINATOR OF THE KENTUCKY RIVERS COALITION, BEFORE THE HOUSE AND SENATE APPROPRIATIONS SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT REGARDING CORPS OF ENGINEERS WATER RESOURCE DEVELOPMENT PROJECTS IN AND AROUND THE COMMONWEALTH OF KENTUCKY.

Thank you, Mr. Chairman, for giving my organization the opportunity to testify before this subcommittee. My name is Robert C. Hoffman and I am coordinator of the Lexington-based Kentucky Rivers Coalition, a coalition of twenty groups and over 500 individuals from across the state of Kentucky. The organization's stated purpose is to redirect the course of water resource development in Kentucky, and that is why I am here today. My general comments will precede comments on specific projects.

GENERAL COMMENTS

Not counting various appropriations requests for the components of the Ohio River Navigation System, the Kentucky budget for the Corps of Engineers exceeds $104 million for FY 1981. KRC broke down this budget according to project purposes and specific uses of each line item, and we uncovered some interesting facts. Most notably, 54 percent of the total is allocated to recreation benefits while only 29 percent is allocated to flood control. The next largest figure is for water quality control, about eight percent. The other nine percent is divided between hydropower, navigation, water supply, rehabilitation and other benefits.

In a state which led the nation in flood damage in 1977 and 1978, such news is very disturbing. Kentucky is a recreation-rich state, a situation caused in no small part by Congressional appropriations for Kentucky recreation reservoirs, and quite a number of these projects have contributed greatly to local and regional economies. However, the critical flood damage reduction needs of my state have gone largely unmet. To continue the historical pattern of recreation spending would be a colossal waste of taxpayer funds. Even now the state is grossly unprepared to repay its share for recreation facilities at the Paintsville and Taylorsville dam projects. The fifty-year cost to the state for these facilities is rapidly approaching the $100 million mark. Kentucky's name is on two more dam projects, Kehoe and Yatesville, which are now halted. I urge the committee to reconsider the pattern of water project spending in Kentucky in order to redirect it to flood control purposes. There is an abundance of small-structural and non-structural flood damage reduction measures in need of funds in Kentucky, including a few projects being considered in this budget, so there is immediate opportunity to redirect these expenditures.

FLOOD CONTROL INVESTIGATIONS

Two basin surveys are underway which KRC supports with certain modifications. We ask the committee to expand the scope of the Upper Cumberland River and Kentucky River and Tributaries investigations to include active consideration of the many non-structural flood damage reduction measures available plus identification of infeasible small-structural alternatives which could be implemented by non-federal agencies. Specific to the Kentucky River study, KRC opposes the expenditure of funds for navigation expansion studies for this river, but we do support water supply investigation for Central Kentucky and planning for greater recreational use of the scenic Kentucky River.

Another flood control investigation supported by KRC is the Salyersville study. Again we ask that non-structural and infeasible small-structural alternatives be identified for possible future federal or non-federal action.

RESERVOIRS

It has come to KRC's attention that proponents of Yatesville Dam are again trying to revive the project. The dam has gone unfunded for the last three years, and as I understand it, the President still opposes the project as much as ever. KRC has been bitterly opposed to completion of the project since it represents the worst which federal public works programs can offer. Corps documents indicate that the dam would reduce the flood of record by only 2.4 inches at the nearest downstream community. Water quality benefits would accrue to only a very few corporations downstream, not to the widespread general population as prescribed by law. It would be the sixth recreational lake within a 50-mile radius. Finally, it would remove from future production five natural gas fields, two oil fields, and up to 100 million tons of coal. For $63 million, the tradeoff is very poor. It seems absurd to fund a dormant project in the face of stiff opposition when budget cutbacks dictate the removal of funds to many ongoing activities.

Campground Lake is another project where $300,000 in study funds could be saved by putting the dam to rest. Project benefits have been sharply reduced or deleted altogether in a steady stream since 1975. During that year the Environmental Protection Agency informed the Corps that dilution benefits would no longer be required. In 1978 the Commonwealth of Kentucky informed the Corps it was no longer interested in sharing costs for major recreation facilities. In 1979 the absence of significant downstream flood plain development required the Corps to cut project flood control storage by half to meet individual benefit requirements. The Louisville Water Company's interest in water supply storage to meet on half of its projected needs in the year 2000 will wane when it realizes that the fifty year repayment plan for the estimated $57 million first cost, plus operation, maintenance, and major replacement costs will balloon to $150 million or more. Finally, the $116,000 line item in the Campground request for hydropower studies is a waste of funds and a sure indicator that the project is hobbling on its last leg. Severe low flow conditions, limited storage capacity and low head give hydropower very poor potential at this site. KRC opposes further funding of Campground Lake, but we would support an environmentally sound snagging and clearing project plus identification of non-structural and small-structural measures available to the three small flood-prone towns downstream.

BIG SANDY RIVER NAVIGATION

KRC's analysis of the proposed Big Sandy River Navigation Project indicates that navigation development above the confluence of the Tug and Levisa Forks is unwise. These rivers are flood-prone, high in sediment load, winding, and steep in gradient. Combining these negative attributes with the mountainous terrain of the basin makes the success of a navigation project doubtful at best. Moreover, the federal government already has spent large sums to improve U. S. Highways 52 and 23 which run parallel to the two forks, and the Chessie System and the Norfolk and Western Railroads, two of the nation's leading coal haulers, operate main line facilities parallel to each fork. Why jeopardize the huge public and private investments in transportation facilities for the sake of a geologically dubious canal? We ask you to terminate further study.

OHIO RIVER BANK EROSION

KRC testified last year in support of diverting part of the Ohio River Navigation System's operation and maintenance funding to emergency bank protection purposes. This appeal to you still stands.

In the past year I have seen literally hundreds of miles of Ohio River shoreline that has eroded back 50 to 100 feet in the last several years. Already gone in many places is the tree line, and for miles the bank is nothing but a sheer dirt bluff rising as high as forty feet, easy prey for the powerful elements of nature. Constructions formerly out of harm's way are now threatened with imminent destruction. I have seen roads washed, rebuilt, and threatened again. I have visited homes, formerly safe, that will fall in the river by 1982. I have seen construction rubble dumped on the shoreline by county road departments to protect roads and riverbanks. I have watched homeowners use bricks, old tires and sunken barges to protect themselves. City parks, waterfronts, industrial sites and cemeteries have all fallen prey to the eroding Ohio. Bank erosion indeed has been an equal opportunity destroyer.

Most people in the valley believe the new navigation dams are the cause of the erosion. They agree that erosion is a natural characteristic of any river system, but landowners will tell you almost to a man that the erosion increased greatly soon after the new pools were raised in their vicinities.

People know the ground they own. They know its shape, contour and its features. They know when a big sycamore or willow slips down the bank and into the river. They know something is wrong if whole tree lines fall away leaving bare sheer banks exposed. They know most of all that their land is not crumbling due to an "act of God" or a "natural phenomenon" as the Corps so often has said.

These folks don't oppose the navigation system; they only want to be protected from it. They believe that bank protection should have been built into these dam projects in the first place. Since it was not done in the beginning, it should be done now. The best way, we believe, is to cover the work through operation and maintenance funding. Work should be done on a priority basis. Help should go first to those who are facing the most severe property losses, and then should proceed on to those less damaged. If work is not done soon, the next five years will witness sustained damages comparable only to this nation's major natural disasters. Thank you for the opportunity to make known the views of my organization.

SHEYENNE RIVER FLOOD CONTROL PROJECTS, NORTH DAKOTA

WITNESS

DORIAN SIMENSEN, DIRECTOR, SHEYENNE VALLEY ASSOCIATION

Mr. BEVILL. We are pleased to have Mr. Dorian Simensen with us. You may proceed as you wish.

Mr. SIMENSEN. My name is Dorian Simensen from Davenport, North Dakota, and I represent the Sheyenne Valley Association, an organization of farmers, ranchers and other concerned citizens from all walks of life in North Dakota.

We are here to testify concerning the current status of the flood control study on the Sheyenne River.

Earlier studies during the 1960s identified a reservoir near Kindred, North Dakota, as a solution for the area's flooding problems, particularly for the urban area of West Fargo, a city of around 9,000. The Kindred Lake project was authorized in 1970.

Many North Dakotans opposed this project because of the serious economic and social impacts, the devastating impacts on the environment and the serious geological problems of building a dam in the sandy Sheyenne Delta.

A restudy of these issues in 1974 confirmed several serious technical problems and a reformulation study was initiated in 1975 to consider all possible alternatives and to conform the study to current Water Resources Principals and Standards.

Out of numerous alternatives that have been evaluated, three have been selected for further consideration in the final selection process. Two of these plans involve a diversion system around West Fargo. The third plan is a reduced size Kindred dry dam.

All the plans provide a high degree of protection to the urban area.

The diversion alternative which we support, one that does not include any reservoir storage, has the highest benefit-cost ratio and the highest net benefits. The dam alternative would cost almost twice as much as this plan. The diversion plan provides the same or a higher degree of protection for urban residents. Rural residents on the flood plain are selectively provided with a high degree of protection through the use of ring dikes.

Approximately 20,000 acres of farmland have to be given up to build a flood control dam and reservoir, in return for an annual average 5,000 acres of farmland that would be protected downstream. No matter what theoretical figures the Corps uses in its benefit/cost ratio, the arithmetic simply does not work out.

The heart of the diversion/dam debate lies within the nature of the Red River Valley itself. Flooding is endemic to the Red River Valley itself and it does not necessarily result only from overflows of the rivers within it.

SPRING FLOODING

Flooding in the Red River Valley does not consist of raging torrents entering a narrow valley or of flash-flooding or of inundation of growing crops. Almost always, the year 1975 being a very unusual exception, flooding occurs strictly in spring.

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Those of you who live in warmer climates may not know what a northern spring breakup is like. Snow and ice, kept frozen over a whole winter, finally melt in a rush with the coming of warm weather and spring rains. This quantity of stored-up water, both from within the Red River Valley itself and from lands drained by tributaries of the Red River, then tries to move north into Hudson Bay. The valley is wide, long and very flat, and of necessity the waters spread out in wide, shallow sheet flooding.

At this point, usually in April, the ground is still frozen. No crops have yet been planted.

The soils in the valley are heavy, sticky gumbos. It is not unusual for land close to the river that has been flooded by it to actually be one of the first pieces of ground to be worked, because of the better drainage once the waters recede. Remember, the ground cannot be worked until the frost is out of it and that does not change whether the land is flooded or not.

What does all this mean? Simply that damage to farmland by flooding tends to be minimal, unless, of course, spring breakup is late in coming and fields are not ready to be planted until very late in the season.

Where does the flooding then really cause damage?—in the cities and rural homes in the floodplain, on the farmsteads with their expensive farm equipment and stored grain. What can be done to help alleviate the flood damage here?

Our neighbor to the north, Manitoba, has addressed this aspect of the problem through the use of diversions and ringdikes. These are simple, low-technology, comparatively inexpensive solutions that deal with flood waters at the location where they do their damage. Diversions and ringdikes require much, much less land than dams, almost no mitigation lands, and in the case of ringdikes, can often be built by the local people themselves, at a greatly reduced cost. The impacts are in the area where the benefits are, as they should be, and they do not increase flood stages downstream as channeling and levees do.

It should not be overlooked in all the debate over inflation, the economy, the Federal budget that this Nation can no longer afford to throw money around to try to solve problems the way it once did. It is time to maximize efficiency, to try to find simple, low-cost solutions to problems, to try not to create more problems with the cure.

It is time for Congress to give direction to the Corps of Engineers. We would like to see ringdikes included under full Federal cost-sharing as the other massive flood control measures are. This would encourage the use of a simple, inexpensive solution to flooding and in the long run actually lower the drain on the Federal Treasury.

We believe that a diversion system must be the selected alternative for flood control on the lower Sheyenne River and we support further funding toward that end. We continue to oppose use of these funds for the development of a dam on the Sheyenne River.

Thank you for the opportunity to appear before you.

Mr. MYERS. Thank you, Mr. Simensen. Your entire statement will be in the record.

[The information follows:]

SHEYENNE VALLEY ASSOCIATION
P.O. Box 275
Kindred, North Dakota

Carman Lynnes, President
Leonard, North Dakota 58052

John Andvik, Vice President
Kindred, North Dakota 58051

Leah Rogne, Secretary
Kindred, North Dakota 58051

Carter Powell, Treasurer
Leonard, North Dakota 58052

March 26, 1980

STATEMENT OF DORIAN SIMENSEN, DIRECTOR, SHEYENNE VALLEY ASSOCIATION, DAVENPORT, NORTH DAKOTA

SUMMARY: The Sheyenne Valley Association supports funding for the study of local flood control measures such as diversions and ring dikes and opposes any funding for dams on the Sheyenne River.

I am Dorian Simensen from Davenport, North Dakota, and I represent the Sheynne Valley Association, an organization of farmers, ranchers and other concerned citizens from all walks of life in North Dakota.

We are here to testify concerning the current status of the flood control study on the Sheyenne River.

Earlier studies during the 1960's identified a reservoir near Kindred, North Dakota, as a solution for the area's flooding problems, particularly for the urban area of West Fargo, a city of around 9,000. The Kindred Lake project was authorized in 1970.

Many North Dakotans opposed this project because of the serious economic and social impacts, the devastating impacts on the environment and the serious geological problems of building a dam in the sandy Sheyenne Delta.

A restudy of these issues in 1974 confirmed several serious technical problems and a reformulation study was initiated in 1975 to consider all possible alternatives and to conform the study to current Water Resources Principals and Standards.

Out of numerous alternatives that have been evaluated, three have been selected for further consideration in the final selection process. Two of these plans involve a diversion system around West Fargo. The third plan is a reduced size Kindred dry dam.

All the plans provide a high degree of protection for the urban area.

The diversion alternative which we support, one that does not include any reservoir storage, has the highest benefit-cost ratio and the highest net benefits. The dam alternative would cost almost twice as much as this plan. The diversion plan provides the same or a higher degree of protection for urban residents. Rural residents on the flood plain are selectively provided with a high degree of protection through the use of ring dikes.

SHEYENNE VALLEY ASSOCIATION TESTIMONY

March 26, 1980

Approximately 20,000 acres of farmland would have to be given up to build a flood control dam and reservoir, in return for an annual average 5,000 acres of farmland that would be protected downstream. No matter what theoretical figures the Corps uses in its benefit/cost ratio, the arithmetic simply doesn't work out. Perhaps we farmers are too efficient and are overproducing food. But building a dam to drown out good farm land and acquiring more farm land to mitigate the detrimental effects of a reservoir on wildlife is a very poor means to lower food production.

The heart of the diversion/dam debate lies within the nature of the Red River Valley itself. Flooding is endemic to the Red River Valley itself and it doesn't necessarily result only from overflows of the rivers within it.

Flooding in the Red River Valley does not consist of raging torrents entering a narrow valley or of flash-flooding or of inundation of growing crops. Almost always, the year 1975 being a very unusual exception, flooding occurs in Spring.

Strictly

Those of you who live in warmer climates may not know what a northern spring break-up is like. Snow and ice, kept frozen over the whole winter, finally melt in a rush with the coming of warm weather and spring rains. This quantity of stored-up water, both from within the Red River Valley itself and from lands drained by tributaries of the Red River, then tries to move north into Hudson Bay. The valley is wide, long and very flat, and of necessity the waters spread out in wide, shallow sheet-flooding.

At this point, usually in April, the ground is still frozen. No crops have yet been planted. When the waters recede and the ground dries up, farmers get out into the fields and begin their spring work.

The soils in the valley are heavy, sticky gumbos. It is not unusual for land close to the river that has been flooded by it to actually be one of the first pieces of ground to be worked, because of the better drainage once the waters recede. Remember, the ground cannot be worked until the frost is out of it and that doesn't change whether the land is flooded or not.

What does all this mean? Simply that damage to farm land by flooding tends to be minimal, unless, of course, spring break-up is late in coming and fields aren't ready to be planted until very late in the season.

Where does the flooding then really cause damage? -- in the cities and rural homes in the flood plain, on the farmsteads with their expensive farm equipment and stored grain. What can be done to help alleviate the flood damage here?

SHEYENNE VALLEY ASSOCIATION TESTIMONY

March 26, 1980

Our neighbor to the north, Manitoba, has addressed this aspect of the problem through the use of diversions and ringdikes. These are simple, low-technology, comparatively inexpensive solutions that deal with flood waters at the location where they do their damage. Diversions and ringdikes require much, much less land than dams, almost no mitigation lands, and in the case of ringdikes, can often be built by the local people themselves, at a greatly reduced cost. The impacts are in the area where the benefits are, as they should be, and they do not increase flood stages downstream as channeling and levees do.

It should not be overlooked in all the debate over inflation, the economy, the federal budget that this nation can no longer afford to throw money around to try to solve problems the way it once did. It is time to maximize efficiency, to try to find simple, low-cost solutions to problems, to try not to create more problems with the cure.

It is time for Congress to give direction to the Corps of Engineers. We would like to see ringdikes included under full federal cost-sharing as the other massive flood control measures are. This would encourage the use of a simple, inexpensive solution to flooding and in the long run actually lower the drain on the federal treasury.

We believe that a diversion system must be the selected alternative for flood control on the lower Sheyenne River and we support further funding toward that end. We continue to oppose use of these funds for the development of a dam on the Sheyenne River.

Thank you for the opportunity to appear before you.

NORTH LOUP PROJECT, NEBRASKA

WITNESSES

STATE SENATOR DONALD L. WAGNER, 41ST LEGISLATIVE DISTRICT OF NEBRASKA

HENRY LANGE, ORD, NEBRASKA, PRESIDENT OF THE TWIN LOUPS RECLAMATION DISTRICT

DONALD E. KILDAY, PALMER, NEBRASKA, PRESIDENT OF THE TWIN LOUPS IRRIGATION DISTRICT AND VICE PRESIDENT OF THE TWIN LOUPS RECLAMATION DISTRICT

MICHAEL J. SHAUGHNESSY, ST. PAUL, NEBRASKA, ONE OF THE ATTORNEYS FOR THE TWIN LOUPS RECLAMATION DISTRICT AND THE TWIN LOUPS IRRIGATION DISTRICT

Mr. BEVILL. The committee will now recognize Mr. Shaughnessy, an attorney from the Twin Loups Reclamation District.

Mrs. SMITH. I would like to join in welcoming Mr. Michael Shaughnessy and Senator Don Wagner. We so much appreciate you being here. Also, we have Henry Lange, the chairman of our Twin Loups program and Don Kilday.

I want to tell you, Mr. Myers, that these folks, like Mr. Drayton, have worked for years and years to bring about this project which is so vital to the central area of Nebraska. I think we could never estimate the dollars of return that the investment in the whole Pick-Sloan project has brought to America.

Mr. MYERS. Thank you for being here. Your attendance here is valuable, but not nearly as valuable as her attendance is. I will recognize you for 5 minutes. You may proceed.

Mr. SHAUGHNESSY. Since our last appearance before the committee, I want to report to you the appropriations brought about by 70 percent of the land acquired for the Calamus Dam. We initiated acquisition for the Calamus Dam.

Also since our last appearance, elections were held within the districts concerning a repayment contract between the reclamation district and the United States. The vote was favorable, nearly a 2 to 1 majority or 65 percent were in favor of the repayment contract.

Also there was a vote on a water service contract which was between the reclamation district and the irrigation district which was also approved overwhelmingly by more than 4 to 1 or 82 percent of the farmers in the area who voted for the approval of that contract.

We would like to report to the committee, we are in the midst of an environmental lawsuit. There were hearings the latter part of February and the early days of March. The protestants requested an injunction: the judge has that under advisement but has not ruled on it.

One of the primary benefits of our project is that it is blessed with being over the aquifer. We read often about the depletion of the aquifer. This project will actually increase that water supply.

Also, there has been a tremendous development in our Nebraska Sandhills. I think we are starting to find that development is the problem coming to a close and in fact, much of the land, I think, in the years to come we will see returned to grass. The ground just is not

that good. I think we then need to develop our better lands so that we can maintain the domestic and foreign markets that we have developed over these past few years.

I think another factor in today's energy crisis is that in a surface irrigation project such as ours, the vast majority of delivery of water is by gravity.

Before I left, I checked with a three center pivot unit using diesel fuel. The cost was $6,300. The cost just in fuel will be $8,700.

Our project will save a significant amount of fuel that is not, in fact used or need be used.

Finally, Saint Paul, the county I am from, is a leader in trying to develop the gasohol program. We have a group within Saint Paul; the President of the committee is an engineer. He is extremely knowledgeable. Tom s leaving for Switzerland to view the Chemapec process. They were back here last week in Washington meeting various people. They are active. We want to build a plant and of course, that plant will utilize grain. Our area needs to be developed so that we have the grain to process.

Thank you.

Senator Don Wagner would like to testify.

STATEMENT OF DON WAGNER

Mr. WAGNER. I want to thank Virginia for her gracious remarks. I represent the 41st district in the State of Nebraska. Basically, the point I would like to make is the local support up and down throughout the valley. When you look at the people up and down the valley, 90 percent or better support the project. Myself, along with several other State senators, do the same thing. Coming out, I talked to Governor Thone and indicated I would be presenting testimony here. He, in turn, gave me a letter I would like to present here today. Basically it has two concerns. He indicates support of the water project and the other, the $2.2 million that would go along for the Missouri River.

[The information follows:]

CHARLES THONE
GOVERNOR



STATE OF NEBRASKA

LINCOLN 68509

March 21, 1980

The Honorable Tom Bevill
Energy and Water Development Subcommittee
Committee on Appropriations
U. S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

The purpose of this letter is to endorse the Administration's Fiscal 1981 budget requests for all projects involving Nebraska that are under the jurisdiction of your Subcommittee.

In addition, it is my understanding that the U. S. Army Corps of Engineers has a capability of $2.2 million for construction work on the Missouri River from Gavins Point Dam to Ponca, Nebraska, which has been designated a National Recreation River. I would ask that you approve this amount.

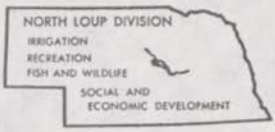
Your favorable consideration would be deeply appreciated.

Sincerely,

Charles Thone

CHARLES THONE
Governor

CT:rmb



TWIN LOUPS
RECLAMATION DISTRICT

St. Paul, Nebraska 68873

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Henry G. Lange
Ord

Vice President
Donald E. Kilday
Palmer

Secretary-Treasurer
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Elba
Carl F. Anderson
Charles S. Augustyn
Richard Spilinek

Elyria
John Pawzeba

Ord
Donald L. Wagner

Attorney
Cyril P. Shaughnessy
St. Paul

WITNESS LIST

North Loup Division, Pick-Sloan Missouri Basin Program
Nebraska
March 26, 1980
Before

My official copy
3-26-80

Energy and Water Development
Subcommittee on Appropriations
House of Representatives

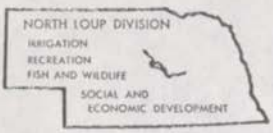
State Senator Donald L. Wagner, 41st Legislative District of Nebraska.

Henry Lange, Ord, Nebraska, President of the Twin Loups Reclamation District.

Donald E. Kilday, Palmer, Nebraska, President of The Twin Loups Irrigation District and Vice-President of the Twin Loups Reclamation District.

Michael J. Shaughnessy, St. Paul, Nebraska, one of the attorneys for the Twin Loups Reclamation District and The Twin Loups Irrigation District.

Mr. Michael J. Shaughnessy will make the presentation on behalf of the Twin Loups Reclamation District and The Twin Loups Irrigation District.



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Ord
Donald L. Wagner
Attorney
Cyril P. Shaughnessy
St. Paul

STATEMENT OF MICHAEL J. SHAUGHNESSY, ST. PAUL, NEBRASKA, IN SUPPORT OF THE NORTH LOUP DIVISION, PICK-SLOAN MISSOURI BASIN PROGRAM, NEBRASKA, BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS OF THE HOUSE OF REPRESENTATIVES, MARCH 26, 1980.

Mr. Chairman and Members of the Committee:

My name is Michael J. Shaughnessy, and I reside at St. Paul, Nebraska. Our group appears here today in support of the continued construction of the North Loup Division, Nebraska Project. The Budget Allotment of $17,491,000.00 for Fiscal Year 1981 is sought for the continued development, conservation, and wise use of our Water and Land Resources in the North Loup and Loup River Valleys of Nebraska.

It is my privilege to appear before you representing the Twin Loups Reclamation District and The Twin Loups Irrigation District. These Districts are the sponsoring organizations for the North Loup Division, Nebraska Project. This Multi-purpose Project is located in the Loup River Basin in Central Nebraska. This Project when completed will irrigate approximately 53,000 acres of land, provide ground-water recharge, and will provide not only a stable and economical water supply for irrigation purposes, but will open opportunities for new agri-businesses, stabilize employment, and provide much needed recreation, fish and wildlife.

With me today are Mr. Henry G. Lange, President of the Twin Loups Reclamation District, Mr. Donald E. Kilday, President of The Twin Loups Irrigation District, and Senator Donald L. Wagner from our 41st Legislative District of Nebraska. Senator Wagner was previously a Director of the Twin Loups Reclamation District for many years. For many years my father Cyril P. Shaughnessy appeared before you. He extends to all of you his greetings.

Mr. Chairman, permit me to express to you our sincere appreciation on behalf of the Districts, for the confidence in us by continuing appropriations in Fiscal Year 1980. With these funds, land acquisition has moved to the point where over 70% of the Calamus Dam and Reservoir area have been acquired. Acquisition of rights-of-way has been initiated for the first section of Mirdan Canal. A building at the Calamus Dam site was constructed to house laboratory facilites. A contract has been awarded for the excavation of the Calamus Dam foundation. In addition to these activities, the Water and Power Resources Service is preparing design data for the prime contract for

of initial reaches of Mirdan Canal, and completing cultural resource surveys of the Calamus and Davis Creek Reservoir areas as well as the initial reaches of Mirdan Canal.

Since our appearance before your Committee on April 4, 1979, and in accordance with the Nebraska Supreme Court decision regarding the repayment contract between the United States of America and the Twin Loups Reclamation District, the Supreme Court of Nebraska found that the repayment contract must be submitted to the voters of the Twin Loups Reclamation District for their approval. Further, the Supreme Court ruled that the Water Service Contract which was entered into between The Twin Loups Irrigation District and the Twin Loups Reclamation District must be submitted to the legal voters of The Irrigation District for approval or disapproval. I am pleased to report to you that the voters overwhelmingly approved the repayment contract by a margin of nearly 2 to 1, or 65% in favor, the vote being 935 for and 515 against, and the vote regarding the Water Service Contract was overwhelmingly approved by a margin of more than 4 to 1, or 82% in favor, the vote being 291 for and 63 against. As important as the vote was, we believe it is also significant that so many voters turned out to cast their ballots. In today's climate of voter apathy, the fact that so many voters of the Districts cast their ballots, we think speaks well for the interest and concern the people of the Districts have for their Project.

Further, the many letters which we are submitting here today from the people living within The Twin Loups Irrigation District and the Twin Loups Reclamation District indicate their continuing support for this very necessary Project. With the Fiscal Year 1981 appropriations, the Water and Power Resources Service can proceed to complete the excavation of the Calamus Dam foundation, award the prime contract for construction of the Calamus Dam, award initial contract for construction of Mirdan Canal, continue land acquisition of Mirdan Canal, initiate land acquisition for Davis Creek Dam and Reservoir, design Davis Creek Dam, and continue design activities for the remaining canals and laterals.

Regarding construction, I do want to point out to this Committee that a Federal Environmental Lawsuit has been brought against the United States and The Twin Loups Irrigation District and the Twin Loups Reclamation Districts, which lawsuit basically alleges that the Environmental Impact Statement is inadequate. In the last week in February and the first week of March, hearings were held before the Honorable Robert VanPelt in Lincoln, Nebraska. The protestants requested a preliminary injunction that would if granted stop construction. The hearings were concluded on March 5, 1980. Judge VanPelt requested that all parties submit briefs by March 18, 1980, and that all parties were permitted to submit Reply Briefs by March 24, 1980. As of this date, we do not have a decision from Judge VanPelt on whether he will grant a preliminary injunction to prevent commencement of the construction as outlined; however, we are hopeful that a decision will be rendered soon denying the preliminary injunction and that construction will proceed on an orderly basis.

To demonstrate the effects of what an irrigation project can do to a local area, I take pride in stating that in the early 1960's, the Farwell Irrigation Project was completed. This Project is located in the Middle Loup Valley, which is adjacent to our North Loup Irrigation Project. This Project serves approximately 50,000 acres of land in Howard and Sherman Counties, Nebraska. As evidence of the tremendous impact this Project has had upon the social and economic welfare of Central Nebraska, I am pleased to report a short summary from the Crop Production Report of the Farwell Unit for the Year 1979.

The Crop Production Report indicates that of the 50,051 classified acres in the Farwell Unit, 48,231 acres were actually irrigated and harvested. Because of hail storms, other disasters, and the Government Setaside Program, a total of 48,550 acres were actually cultivated acres or harvested pasture. The gross income of the total harvested cropland and pasture amounted to $12,549,707.00. The average value per irrigated acre was $260.20. According to information available to me, costs of the Farwell Project up to June 30, 1976 was in the sum of $35,806,693.00. To further demonstrate that investment in Irrigation Projects is a wise and sound investment, in the Year 1979 more than 33% of the total costs of the Project was realized in income to the irrigator in the Farwell Unit.

I also want to point out to the Committee that a recent report of irrigated acres in the United States showed that Nebraska was third in the Nation in total irrigated acres after Texas and California. Nebraska is blessed by being within the "Ogallala Aquifer" which I understand is one of the major underground bodies of water in the United States and probably in the world. One of the distinct advantages of a surface irrigation project such as the North Loup Project is that the recharge of the underground water supply is tremendously significant. For the past several years, there has been a boom of irrigation development in the Nebraska Sandhills. I think the developers and other farm planners are beginning to realize that Sandhill ground is not compatible with continued irrigation development. As the acres in the Sandhills are placed back in grass, I believe it is imperative that the better lands lying within the Twin Loups Reclamation District and The Twin Loups Irrigation District be ready for irrigation development so as not to decrease the availability of grain.

Presently we are in a period of abundant supply of grain, but I believe as our Federal Government continues with its commitment to further develop our Domestic and Foreign markets, the supply of grain must be adequate to meet those needs. We recognize there are those within the farming community who will argue that we should restrict our production of grain. I believe such a practice to be short-sighted, and I firmly believe that as markets are developed, which I am sure they will be, we will find the need for the continued growth of grain production.

Further, it is significant to point out to your Committee that the pumping costs for Center Pivot irrigation, particularly on marginal lands, is simply

becoming prohibitive. The cost of diesel fuel for center pivots on March 20th of this year stood at $.98 per gallon. I know of one example of a three pivot system whose cost of diesel fuel in 1979 was $6,375.00 and which used 8,754 gallons of diesel fuel. While center pivot irrigation has been a boom to the agricultural economy and on good farm ground means continued growth of the farm economy, in the areas to be served by The Twin Loups Irrigation District and the Twin Loups Reclamation District, the savings in fuel is tremendously important. We must always remember that fuel is a finite resource, whereas water, while certainly exhaustable, but if properly conserved and utilized, can be replenished. The gallon of diesel fuel the center pivot uses is gone. The irrigation water to be made available by the North Loup Project normally will be applied by utilizing the force of gravity. The fuel cost saving and the replenishing of the water supply alone justifies the construction of the North Loup Project.

We are proud to say that we in Central Nebraska are not standing still in the use of our grains, particularly corn, for the production of Grain Alcohol. At the present time, the City of St. Paul, Nebraska, through the St. Paul, Nebraska Development Corporation, is moving ahead with plans to construct a Twenty Million Gallon Grain Alcohol Plant near the City of St. Paul, Nebraska. The feasability of this proposed project depends largely upon the availability of grain to be used in the manufacturing of grain alcohol.

Fortunately for this area, the Loup Valley Elevator located in St. Paul, Nebraska, with the cooperation of the Union Pacific Railroad, has facilities to transport in and out of St. Paul more than five million bushels of grain each year. In 1979, the Loup Valley Elevator transported by rail more than 1,500 car loads of grain to the West Coast. More than 75% of this grain was raised within a 50 mile radius of St. Paul, Nebraska, which includes lands to be served by the North Loup Irrigation Project. I am given to understand from the Manager of the local Loup Valley Elevator that his company is anticipating a market for the grains which will be raised on lands served by the North Loup Irrigation Project; and in anticipation of the construction of the North Loup Project and that it will become a reality, the company will in the near future provide facilities at its Elevator in St. Paul, Nebraska to handle from eight to ten million bushels of grain annually.

Aside from the economic and social benefits which will inure to the peoples residing within the boundaries of the Twin Loups Reclamation District and its trade territory, I believe it is also significant to point to the tremendous recreational facilities which will be provided by the construction of the Calamus Dam and Reservoir. I believe that as the cost of travel becomes higher and higher, people will utilize more frequently the recreational opportunities in their own areas. I can personally attest to the use of the recreational facilities at the Sherman Reservoir, which is part of the system of the Farwell Irrigation District. The boating and fishing opportunities on the Sherman Reservoir are very important to the recreational needs of the people of Central Nebraska.

In summary then, we have demonstrated to you, Mr. Chairman, and your Committee that the North Loup Division has the required support; as evidenced by the numerous letters submitted to your Committee and by the results of the elections held last year. Again, I want to emphasize to you that the construction of the North Loup Irrigation Project will provide not only a stable and economical water supply for irrigation purposes, but will open opportunities for new agri-businesses and stabilize employment; and that finally the North Loup Irrigation Project will provide for the Citizens of the State of Nebraska tremendous recreation and wildlife facilities.

Respectfully submitted,

Michael J. Shaughnessy

Michael J. Shaughnessy
Attorney for the Twin Loups
Reclamation District and
The Twin Loups Irrigation
District.

Mr. MYERS. Do you have a statement, Mr. Kilday?

STATEMENT OF DONALD KILDAY

Mr. KILDAY. I am Donald Kilday. We have been supporting this for years. I am of the North Loup District at this time.

Mr. LANGE. I would also like to add, Don, and I have been on the board with her, we have only three people who would challenge the incumbents. We are about as popular as Mrs. Smith.

Mr. MYERS. That is pretty popular.

Mr. LANGE. Five percent have indicated they do not disagree; we do not know who the other two are.

Mr. MYERS. Thanks to each of you.

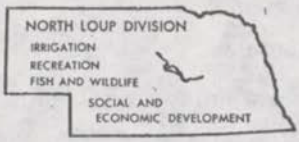
Mrs. SMITH. We are grateful. These folks traveled some 2,000 miles. These letters come from some of our most distinguished and responsible citizens in the area.

Mr. MYERS. You have statements you want made a part of the record?

Mrs. SMITH. Yes. They are from State senators, mayors across the district.

Mr. MYERS. Extend our best wishes to Governor Thone.

[The information follows:]



TWIN LOUPS
RECLAMATION DISTRICT

St. Paul, Nebraska 68873

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Ord

Vice President
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Palmer

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Richard Spilinek

Elyria
John Patrzeba

Ord
Donald L. Wagner

Attorney
Cyril P. Shoughnessy
St. Paul

North Loup Division, Pick-Sloan Missouri Basin Program

List of Statements Supporting
North Loup Division

Presented at Hearings of the
Energy and Water Development
Subcommittee on Appropriations
House of Representatives
March 26, 1980

Statements in Behalf of:

1. Maurice A. Kremer, Senator, District 34 and Chairman, Public Works Committee
2. Donald L. Wagner, Senator, District 41
3. Ralph D. Kelly, Senator, District 35
4. Ron Cope, Senator, District 36
5. Martin Kahle, Senator, District 37
6. Harold F. Sieck, Senator, District 24
7. William E. Nichol, Senator, District 48, Chairman, Judiciary Committee
8. M. A. Massengale, Vice Chancellor, University of Nebraska-Lincoln
9. Rudolf C. Kokes, Former Senator
10. Max E. Kiburz, General Manager, Loup Power District
11. Don Long, Assistant to the General Manager, Central Nebraska Public Power and Irrigation District
12. Dean J. Rasmussen, Chairman, Lower Loup Natural Resources District
13. LaVerne P. Jacobsen, President, Loup Basin Reclamation District and The Farwell Irrigation District
14. Keith Davis, General Manager, Loup Basin Surface Water Development Association
15. Keith Davis, General Manager, Loup Basin Reclamation District
16. Clarence E. Frenzen, President, Cedar Valley Reclamation District
17. Donald E. Kilday, President, North Loup Irrigation District
18. Melvin W. Meyer, President, Howard Greeley Rural Public Power District
19. Kenneth Collins, Chairman, Valley County Board of Supervisors
20. Stanley Key, Chairman, Garfield County Board of Commissioners

21. Myron Nielsen, Chairman, Howard County Board of Commissioners
22. Richard F. Rowbak, Mayor, City of Ord, Nebraska
23. Elma O'Neill, City Clerk, for Daryl Harvey, Mayor, City of St. Paul, Nebraska
24. J. J. Lewis, Former Mayor of the City of St. Paul, Nebraska
25. William Suntych, Chairman, Village Board of Elba, Nebraska
26. Edward L. Dubas, Mayor, City of Fullerton, Nebraska
27. Gerry Bundy, Secretary, Chamber of Commerce, Ord, Nebraska
28. Clarence S. Hebda, Publisher, The Nance County Journal, Fullerton, Nebraska
29. Gerald Bahensky, President, St. Paul Business Development Corporation
30. E. J. Thayer, President, Commercial National Bank and Trust Company, Grand Island, Nebraska
31. Dale J. Black, President, The First National Bank and Trust, Fullerton, Nebraska
32. Gerald A. Johnson, President, Elba State Bank, Elba, Nebraska
33. Robert E. Layher, President, Elba Sand & Gravel, Inc.
34. James S. Clinton, Executive Vice-President, Scoular-Bishop Grain Company
35. J. Marvin Weems, Attorney at Law, Ord, Nebraska
36. Al Baeder, President, Ord Rotary Club, Ord, Nebraska
37. Bernard R. Camp, Manager, Farmers Grain & Supply Company, Elba, Nebraska
38. Kenneth Petska, Director, Karp and Krow Club, Ord, Nebraska
39. S. J. Edwards, President, Citizens Bank & Trust Company in St. Paul, St. Paul, Nebraska
40. Larry E. Hurlburt, Cashier, State Bank of Scotia, Scotia, Nebraska
41. Robert Sixel, Cashier, State Bank of Scotia, Scotia, Nebraska
42. Clarence H. Sixel, President, State Bank of Scotia, Scotia Nebraska
43. Ray Marshall, Studio of Photograph, Ord, Nebraska
44. John A. Dinsdale, Dinsdale Brothers, Inc., Palmer, Nebraska
45. Margie A. Nowak, Postmaster, Elba, Nebraska
46. Fred Amis, Omaha, Nebraska
47. Vance Anderson, Hastings, Nebraska
48. Donald E. Blaha, Ord, Nebraska
49. Gary L. Garnick, Ord, Nebraska
50. Carl Anderson, Elba, Nebraska
51. Clark A. Hervert, Ord, Nebraska
52. Clem Klimek, Ord, Nebraska
53. Donald Hughes, Scotia, Nebraska
54. Joe Payne
55. Donald P. Kilday, Palmer, Nebraska
56. Vern R. Sonderup, Fullerton, Nebraska
57. Ernest F. Anderson, Jr., St. Paul, Nebraska
58. Larry Forbes, Palmer, Nebraska

59. Robert Forbes, Palmer, Nebraska
60. Rose Lee Novotny, Elba, Nebraska
61. Clinton A. Wells, Elba, Nebraska
62. Alex Kulwicki
63. Mike Nowak, Elba, Nebraska
64. Ray Nowak, Elba, Nebraska
65. Leonard W. Murphy
66. Laverne Jess, Scotia, Nebraska
67. Millard Vlach
68. Edward W. Hudson
69. Irene B. Murphy
70. Albert Zuege, Scotia, Nebraska
71. Lawrence G. Roy
72. Merlyn Schudel
73. Mr. and Mrs. Gordon Kriewald, North Loup, Nebraska
74. James Bryson
75. Ronald E. Fox
76. Victor L. Wegner
77. Thomas A. Holt
78. Thelma Schudel
79. Mrs. Thelma (Carroll) Thomas
80. Esther Fillinger, Scotia, Nebraska
81. Douglas Hughes, Cotesfield, Nebraska
82. Donald R. Patrick, Scotia, Nebraska
83. Dale Hartmann, Scotia, Nebraska
84. Rick D. Vlach
85. Otto F. Gebhardt, Scotia, Nebraska
86. Donald Vancura, Elyria, Nebraska
87. Anton Schmidt
88. Derrell Ingram, Cotesfield, Nebraska
89. Harland Wells, Cotesfield, Nebraska
90. Mr. and Mrs. Donald O. Axthelm, Ord, Nebraska
91. Alma Rajewich, Ord, Nebraska
92. Mr. and Mrs. Neal D. Wiley, Elba, Nebraska
93. Jerry Rajewich, Ord, Nebraska
94. Ronald W. Wells, Cotesfield, Nebraska
95. John Potrzeba, Elyria, Nebraska
96. Donald G. Deininger, Elba, Nebraska
97. Mr. and Mrs. Frank Zadina, Elyria, Nebraska
98. Bonnie L. Wells, Cotesfield, Nebraska
99. Allen Keep, Cotesfield, Nebraska
100. Richard Lola, Ord, Nebraska
101. Errol Wells, Elba, Nebraska
102. Roland Spilinek, Elba, Nebraska
103. Anton F. Oeltjen, St. Paul, Nebraska
104. Richard Spilinek, Elba, Nebraska
105. Carl Soneson, Elba, Nebraska
106. Robert J. Rasmussen, Elba, Nebraska

107. Mr. and Mrs. Charles W. Tuma, Elba, Nebraska
108. Mr. and Mrs. Ralph Spilinek, Elba, Nebraska
109. Mr. and Mrs. Eugene Novotny, Comstock, Nebraska
110. Ken Bennett, Elba, Nebraska
111. Zigmond Palacz
112. James L. Vlach
113. Lester Wells, Cotesfield, Nebraska
114. Mr. and Mrs. Chester Wells, Elba, Nebraska
115. Mr. and Mrs. Charles W. Tuma, Elba, Nebraska

Nebraska State Legislature
Unicameral
Lincoln, Nebraska 68509

SENATOR MAURICE A. KREMER

District No. 34
1415 Seventh Street
Aurora, Nebraska 68818

Legislative Address:
State Capitol
Room 2015
Lincoln, Nebraska 68509
Telephone (402)471-2630



COMMITTEES

Chairman, Public Works
Education
Nebraska Transportation Advisory
Legislative Council

EIGHTY-SIXTH LEGISLATURE

March 19, 1980

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Mr. Bevill:

More and more Nebraska is becoming dependent upon her surface and underground water. The use of water for irrigation has developed to the place where Nebraska has over six million acres under irrigation. This means we are third in the nation with irrigated acres. Nebraska is definitely an agricultural state and like other High Plains states her economic stability rests almost solely on our water supply.

Four-fifths of our water for irrigation comes from the underground supply. The storage of surface water in Nebraska has been a great aid in recharging the underground supplies.

Our legislative Public Works Committee has done a tremendous lot of work to do what we can to be sure that Nebraska does not run out of water. Unless we capture more of the water in our streams, we believe we are facing a rather bleak future. As Chairman of this committee I solicit your support to the President's FY 81 budget containing $17,500,000 for the North Loup Unit. Nebraska definitely needs this project. May I again emphasize how important this is to the future of our state. We believe the North Loup Unit, if and when completed, will mean so very much to the future well-being of our state.

Sincerely yours,

Maurice A. Kremer

Senator Maurice A. Kremer

MAK/hm

Nebraska State Legislature
Unicameral
Lincoln, Nebraska 68509

SENATOR DONALD L. WAGNER

District No. 41
Ord, Nebraska 68862



COMMITTEES

Government, Military and Veterans Affairs
Judiciary
Law Enforcement and Justice Advisory
Legislative Council

EIGHTY-SIXTH LEGISLATURE

March 19, 1980

Honorable Thomas Bevill, Chairman
Appropriations Subcommittee on Public Works
United States House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

With each passing year, our Nation keeps facing major problems relative to some of our natural resources. Within the North Loup River Basin we have water that could be put into storage during the off season months and then used during the summer for irrigation.

A project, such as the North Loup Division, is a step in the right direction by creating storage of surface water and thereby conserving this area's most valuable natural resource. In addition to irrigation benefits, this project will provide wildlife habitat, water for fish, and recreation facilities for the general area.

Presently, the North Loup Division is under construction with $17.5 million in the 1981 appropriation budget. These funds will keep North Loup on its rightful schedule.

This project is within my Legislative District and I give my support to this much needed project. I would ask your Committee to act with favor on the 1981 fiscal year appropriation for the North Loup Project.

Sincerely,

Donald L. Wagner

Senator Donald L. Wagner
41st Legislative District

DLW:bs
cc. Hon. Virginia Smith
Hon. John Cavanaugh
Hon. Douglas Bereuter

Nebraska State Legislature
Unicameral
Lincoln, Nebraska 68509

SENATOR RALPH D. KELLY

District No. 35
2015 West John
Grand Island, Nebraska 68801



COMMITTEES

Appropriations
Chairman, Administrative
Rules and Regulations Review
Chairman, Building Maintenance
Legislative Council

EIGHTY-SIXTH LEGISLATURE

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Chairman Bevill:

The North Loup Project is one of several projects in Nebraska that is outstanding in its accomplishment.

As you may be aware, WATER IMPOUNDMENT (in the high plains area) is the prudent answer to minimum stream flow, saturated meadows, irrigation, ground water levels, recreation, flood control and wild life. In Nebraska, the Loup System becomes the Platte River immediately downstream from its confluence at Columbus, Nebraska; therefore, the North Loup Project is in the upper regions of the Loup-Platte System. This fact alone qualifies the North Loup Project for consideration of storing the water where it falls. Projects of this nature are ideal water and conservation practices and should be continued.

Your favorable consideration in appropriating the necessary funds to continue this worthwhile project will be greatly appreciated.

Sincerely,

R. D. Kelly

Ralph D. Kelly - State Senator
District 35

RDK:el
CC's to: Senator J. James Exon
Senator Edward Zorinsky
Congressman Douglas Bereuter
Congressman John Cavanaugh
Congresswoman Virginia Smith
Cyril P. Shaughnessy

Nebraska State Legislature

Unicameral
Lincoln, Nebraska 68509

SENATOR RON COPE

District No. 36
20 Hillcrest Drive
Kearney, Nebraska 68847



COMMITTEES

Appropriations
Committee on Committees
Legislative Council

EIGHTY-SIXTH LEGISLATURE

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

I wrote to you last year concerning the North Loup Irrigation Project in Central Nebraska. I am again urging you to give this project careful consideration. As you know, it is now under construction and is one of the most important projects in Nebraska at the present time.

Ground recharge of water is vital as is the storage of this resource. Additional benefits will be the wildlife and recreational facilities.

The Nebraska State Legislature, as do the citizens of Nebraska, supports the continued funding of approximately 17.5 million dollars for fiscal year 1981. It is imperative for the future of Western Nebraska.

Sincerely,

Ron Cope

Senator Ron Cope
District 36

RC:jc

Nebraska State Legislature
Unicameral
Lincoln, Nebraska 68509

SENATOR MARTIN F. KAHLE
District No. 37
R.R. 4
Kearney, Nebraska 68847



COMMITTEES
Vice Chairman, Education
Agriculture and Environment
Business and Labor
Vice Chairman, Rules
Legislative Council

EIGHTY-SIXTH LEGISLATURE

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

It has come to my attention that the budgeting for the North Loup Division Project is again up before the Appropriations Committee in Washington and that the amount for this year would be 17.5 million dollars.

I certainly support this project and hope that money will again be made available so that it may proceed. I have been an irrigator since 1934 and would certainly not want to get along without water in this area of the United States where rainfall is lacking to produce a full crop.

It is a shame that it has been delayed so long by people who just don't seem to understand that unless we conserve our water when it is available and running down our rivers that we are not going to have enough to provide the food for ourselves and for the rest of the world.

Thank you for your consideration.

Sincerely,

Martin Kahle

Martin F. Kahle
State Senator

Nebraska State Legislature

Unicameral
Lincoln, Nebraska 68509

SENATOR HAROLD F. SIECK

District No. 24
Route 1
Pleasant Dale, Nebraska 68423
(402) 795-5365

Legislative Address:
State Capitol
Lincoln, Nebraska 68509
(402) 471-2756



EIGHTY-SIXTH LEGISLATURE

COMMITTEES

Vice Chairman, Miscellaneous Subjects
Revenue
Legislative Council

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Sub-Committee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

This letter is again on behalf of the North Loup Project which is being established near the Calamus River.

I feel that this irrigation project is very important, and as the years go by I become even more aware of the importance of such projects such as the North Loup Project which stabilizes our groundwater system in the State of Nebraska. This would be for just a certain designated area for irrigation purposes, but I have a strong feeling that it is going to help a lot of areas outside of the irrigation district due to the fact that it raises the groundwater tables in that particular area. To me this is very important in our state because we are constantly losing our groundwater aqulfers and there is a direct need to stabilize the surface flow so that we get the full benefit of the water that flows through our state instead of letting it get away from us.

I believe this project would help to stabilize our stream flows, as well as provide irrigation water for the people in that given area, so I encourage you to appropriate this $17.5 million for the fiscal year 1981 and continue to push the project to its completion. Even though I live in the eastern part of the state, I see a great need for projects of this nature in the State of Nebraska.

Sincerely,

Harold F. Sieck

Harold F. Sieck
State Senator
24th Legislative District

HFS/bjr

Nebraska State Legislature
Unicameral
Lincoln, Nebraska 68509

SENATOR WILLIAM E. NICHOL

District No. 48
911 Meadowlark Drive
Scottsbluff, Nebraska 69361
Office Phone (308) 632-2711

Legislative Address:
Room 1107 - State Capitol
Lincoln, Nebraska 68509
Telephone (402) 471-2802



COMMITTEES

Chairman, Judiciary
Agriculture and Environment
Committee on Committees
Law Enforcement and Justice Advisory
Legislative Council

EIGHTY-SIXTH LEGISLATURE

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

RE: North Loup Division Project

Dear Congressman Bevill:

Once again, I would like to urge your support for the North Loup Division Project which is scheduled for discussion by your Subcommittee on March 26, 1980.

I realize that holding government spending is a most vital issue, but when considered in conjunction with the total financial impact this project will have in the effected area, the $17.5 million which has been appropriated to this project in the fiscal year 1980, does not seem unreasonable.

Irrigation projects, such as the North Loup Division, will bring many long term benefits to the local economies. Again, the area I represent would greatly appreciate your favorable support for this project and its appropriation.

Sincerely,

William E Nichol.

William E. Nichol
Chairman, Committee on the Judiciary
Nebraska Legislature, District 48

WEN:tle

INS TE OF AGRICULTURE AND NATURAL RESOU :S
THE UNIVERSITY OF NEBRASKA-LINCOLN
LINCOLN, NEBRASKA 68588

Institute of Agriculture and Natural Resources

Reply to:
VICE CHANCELLOR
310 Administration Bldg.
City Campus
Phone 402-472-3802

March 19, 1980

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

Mr. Henry Lange, President of the Twin Loups Reclamation District at Ord, Nebraska, informs me that the hearings for the Water and Power Resources Service, North Loup Division-Nebraska will be held by your subcommittee beginning March 25. Since this project has received funds from the Congress to begin construction and President Carter's FY 1981 budget has recommended $17,491,000 for this project, it appears the North Loup Division is nearing being built after more than 20 years in various stages of planning.

During the past four years that I have been in Nebraska, I have traveled the state extensively and I have talked with many individuals and groups. My travels, observations and discussions have convinced me that our state's water resources are vital to the economic and social well-being of the people of Nebraska. Nebraska's growth in irrigated acres during the past 15 years has been phenomenal, increasing from 2.9 million acres in 1965 to over 7 million acres at this time.

I am convinced that we need to make effective and efficient use of both our surface and ground water resources in Nebraska. Our faculty in the Institute of Agriculture and Natural Resources presently have several research and extension projects in progress aimed at improving our irrigation efficiency. Currently nearly six of every seven acres irrigated in Nebraska are dependent upon wells using ground water with only one of every seven acres irrigated from surface water sources. We need to utilize the off season high flows in our streams and rivers through storage reservoirs for irrigation, for ground water recharge, and for recreation and wildlife habitat improvement.

Although the University of Nebraska does not have an official position on this matter, I am convinced that the proposed project would enhance the further development of Nebraska water resources and contribute to the state's economy. We trust that you and your committee will give serious consideration to this project.

Sincerely yours,

M. A. Massengale

M. A. Massengale
Vice Chancellor

LOUP POWER DISTRICT

box 988 • columbus • nebraska • 68601 • telephone 564-3171

March 17, 1980

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
The House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

The Loup River Public Power District earnestly supports the appropriation request for the North Loup Division Project here in Nebraska.

We strongly advocate the continued development of our water resources in the State of Nebraska and recognize the importance of irrigation to our economy and also the world-wide importance of additional food.

We have worked closely with the Twin Loup Irrigation District and urgently request your favorable action to this appropriation.

Sincerely,

Max E. Kiburz

Max E. Kiburz
General Manager

Mar 17- 80
Ord Neb-

Honorable Jam Bevill
Chairman of Public work Com

Dear Congressmen Bevill

We again appeal to you for help as we many time have in the past for appropriations for the development of the North Loup irrigation Project

The needs for this project in this area are great for we do live in a low rain fall area & crop losses to droughts in these trying times are disasterous

Thanking you for past favors & hope we can again have your help

Respectfully Yours
Rudolph E Fokes
1403 N St
Ord Ne 68862



the central nebraska public power and irrigation district

post office box 356 lincoln at fourth HOLDREGE, NEBRASKA 68949

February 28, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

Continued withdrawal of groundwater in Nebraska makes it imperative that some surface water projects are constructed if this state's economy is to continue strong.

The North Loup Project will provide surface water for irrigation and at the same time add to the rapidly depleting groundwater supplies.

I urge your committee to approve the fiscal year 1981 budget request that work may commence on this badly needed project.

Sincerely,

Don Long
Assistant to the General Manager

DL:mb

DIRECTORS — Adams County — C. E. Larkin, Jr. - Hall - V. Phelps — Harlan County — C. J. Hergenrader - C. E. Larkin, Jr. - Hall - V. Phelps — Kearney County — A. C. Hess - Raymond E. Christen - Kenneth L. Gordon — Phelps County — Robert J. Lukes — Webster County — John M. Dale - Lee Stoddard - Russell Morgan

OFFICERS — A. C. Hess, President — C. J. Hergenrader, Vice-President — C. E. Larkin, Jr., Secretary — John M. Dale, Treasurer — R. D. Grumbles, General Manager

Lower Loup
Natural Resources District

1632 M St., Ord, Nebraska 68862
Phone (308) 728-3221

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

Representatives from the North Loup Irrigation Project will be in Washington, D.C. in the near future to visit with your subcommittee concerning funds for construction of that project.

The Lower Loup Natural Resources District has supported the development and appropriations for this project since 1972. Funding for current construction is no exception. We continue our wholehearted support in the construction of the North Loup Irrigation Project.

In our opinion, the continued support of any irrigation project designed to supply water relatively energy free will certainly be an asset to the energy conservation measures established by both federal and state governments.

We also submit that the project support by the people within the irrigation district remains at or above the 95% level.

The Lower Loup Natural Resources District encourages your support for the continued funding by the U.S. Congress.

Sincerely,

Dean J. Rasmussen
Chairman of the Board

DJR:mw



March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

As President of the Loup Basin Reclamation District and The Farwell Irrigation District, I am pleased to write this letter of support for the continued construction program for the North Loup Division, Nebraska.

I can assure you that we in the Middle Loup River Valley know first hand the importance of irrigation and water conservation. We believe the construction of the North Loup Division will bring to the North Loup and Loup River Valleys the same economic stability enjoyed by us and will assure a water conservation program in this area so vital to all of us in the State of Nebraska.

I urge your Committee to support and fund the North Loup Division, Nebraska, in Fiscal Year 1981. Thank you.

Sincerely yours,

LaVerne P. Jacobsen

LaVerne P. Jacobsen
President, The Loup Basin
Reclamation District and
The Farwell Irrigation District

MEMBER DISTRICTS

FARWELL IRRIGATION DISTRICT
MIDDLE LOUP IRRIGATION DISTRICT
NORTH LOUP IRRIGATION DISTRICT
SARGENT IRRIGATION DISTRICT
TWIN LOUPS IRRIGATION DISTRICT
CEDAR RAPIDS RECLAMATION DISTRICT
LOUP BASIN RECLAMATION DISTRICT
TWIN LOUPS RECLAMATION DISTRICT

LOUP BASIN
SURFACE WATER
DEVELOPMENT ASSOCIATION

OFFICERS

Keith Davis, President
Farwell, Nebraska 68838

Al Schmidt, Vice-President
Arcadia, Nebraska 68815

Glen Beerline, Secretary-Treasurer
Ord, Nebraska 68862

Farwell, Nebraska
March 18, 1980

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

I am writing this letter in support of the North Loup Project. Our Organization is very interested in water conservation.

As Manager of the Farwell and Sargent Units, both being Federal Projects, I am keenly aware of the need for water conservation.

I am convinced that the optimum of water conservation in the North Loup and Loup Valleys can be achieved by the construction of the North Loup Division, Nebraska.

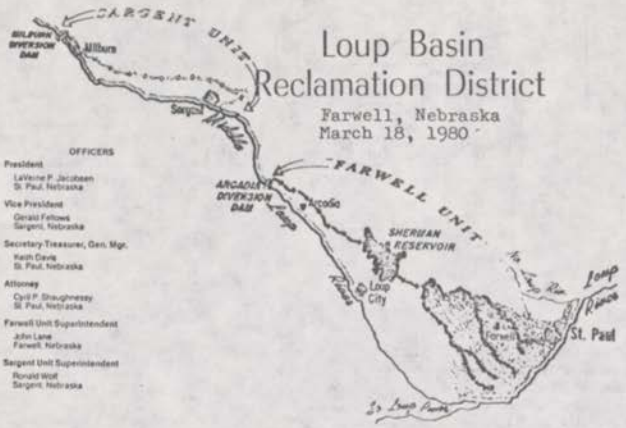
Our Surface Water Development Association strongly support the requested appropriation of $17,491,000.00 for the North Loup Division for Fiscal Year 1981.

Respectfully yours,

Keith Davis

Keith Davis,
General Manager

KD/gh



Loup Basin Reclamation District

Farwell, Nebraska
March 18, 1980

OFFICERS
President
LaVerne P. Jacobsen
St. Paul, Nebraska
Vice President
Gerald Fellows
Sargent, Nebraska
Secretary-Treasurer, Gen. Mgr.
Keith Davis
St. Paul, Nebraska
Attorney
Cyril F. Shaughnessy
St. Paul, Nebraska
Farwell Unit Superintendent
John Lane
Farwell, Nebraska
Sargent Unit Superintendent
Ronald Wolf
Sargent, Nebraska

DIRECTORS
Ashton
Richard Jakubowski
Anton Stefanowicz Jr.
Dannebrog
Russell Lemburg
Milburn
Clifford Hanna
St. Paul
LaVerne P. Jacobsen
James Klingsmith
Gerald E. Bahersky
Sargent
Gerald Fellows
Richard Gilet

The Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

I am pleased to write this letter in support of the North Loup Division, Nebraska. As Manager of the Farwell and Sargent Units, which are Federal Irrigation Projects, I know firsthand the many benefits that have come to all the people residing in these Units.

The economic benefits have been tremendous, and water conservation in these Units have been and are continuing to be of major importance to us.

Since the North Loup Project is in many respects the same as our Irrigation Projects, I believe the same economic benefits and water conservation can and will be achieved with the early construction of the North Loup Project.

I strongly support the requested appropriation of $17,491,000.00 for the North Loup Division for Fiscal Year 1981.

Respectfully yours,

Keith Davis

Keith Davis,
General Manager

KD/gh

CLARENCE E. FRENZEN, Pres.
Fullerton, Nebraska 68638
501 5 th.

ROBERT C. KAYTON, V-Pres.
Cedar Rapids, Nebraska

CYRIL P. SHAUGHNESSY, Attorney
St. Paul, Nebraska

DALE C. SONDERUP, Sec'y. and Treas.
Genoa, Nebraska

CEDAR VALLEY RECLAMATION DISTRICT

CEDAR RAPIDS, NEBRASKA, 68627

DIRECTORS:

JEROME J. BERNT
Spalding, Nebraska

LEWIS L. ADAMS
Belgrade, Nebraska

LEROY PETERSON
Genoa, Nebraska

ROLAND DOBSON
Cedar Rapids, Nebraska

RICHARD D. HELLBUSCH
Belgrade, Nebraska

LARRY COLLINS
St. Edward, Nebraska

March 17,1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Honorable Tom Bevill;

I live in this project area. Fullerton and Nance County needs this North Loup Irrigation project.

It is very important to the State of Nebraska for a very strong Agriculture econonic level.

Water project as North Loup Irrigation project will help to produce a steadt flow of products for a starveing world.

North Loup Irrigation projet also will help to produce a rechard to the under-ground water supply in this part of the good state of NEBRASKA.

Yours truly

Clarence E. Frenzen

Palmer, NE. 68864

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

As a long time land owner in the Loup River Valley, I have been a staunch supporter of the North Loup Irrigation Project since its beginning. I feel it is most important for the future of agricultre and agribusiness in this area.

As President of the North Loup Irrigation District, I would like to see this project continue. The construction of the foundation for the dam is scheduled to start this spring and I would certainly like to see it continued so the full use of this project can be reallized. I ask your approval of the FY 1981 appropriation of $17,491,000 so that construction can proceed as scheduled.

Sincerely yours,

Donald E. Kilday

Donald E. Kilday
President, North Loup Irrigation District

NEBRASKA 49 HOWARD

TELEPHONE (308) 754-4457

DIRECTORS
MELVIN W. MEYER
PRESIDENT
RUDOLPH S. BERGGREN
VICE-PRESIDENT
MELVIN M. SPERLING
SECRETARY
OTTO J. HAVLIK
TREASURER
MICHAEL J. SHAUGHNESSY
ATTORNEY

Howard Greeley Rural Public Power District

422 Howard Avenue

St. Paul, Nebraska 68873

P. O. Box 105

ROY L. OLSEN, Manager

DIRECTORS
MAX G. ARMSTRONG
PAUL BIRKBY
EDWARD BOLTZ
DARYL W. HOLT
LEONARD WELLS

March 20, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Senator Johnston:

As President of the Howard Greeley Rural Public Power District, I am pleased to take this opportunity to write this letter in support of the North Loup Irrigation Project.

During the last ten years our Rural Public Power District has witnessed a tremendous economic impact on the area served by the Power District resulting from the Farwell Irrigation Project. It is very apparent to my other Directors, to me, and the management of the Public Power District, that the people served by our District residing in the North Loup River Valley will also receive those same economic benefits. Moreover, we, as a Public Power District, are constantly aware of the needs for water conservation in the area served by our Power District. We believe the North Loup Irrigation Project will not only conserve our present water supply but in a great measure, will enhance and continue to conserve that most important water supply, thereby assuring Central Nebraska of an adequate and constant water supply.

Therefore, we, the Directors of the Howard Greeley Rural Public Power District, believe in the North Loup Project and urge the approval of the FY 1981 Appropriation of $17,491,000.00 for the North Loup Division in order that the construction of this vital and important Irrigation Project can be continued and completed at the earliest possible date.

Very sincerely yours,

Melvin W. Meyer

Melvin W. Meyer
President of the Howard Greeley
Rural Public Power District

BOARD OF SUPERVISORS

KENNETH COLLINS
LEON KLANECKY
RICHARD BOSSEN
RICHARD D. PETERSON
HENRY BENDA
ROLAND JOHNSON
DALE MULLIGAN

THE COUNTY OF VALLEY

Office of
THELMA M. DULITZ
County Clerk and Register of Deeds and Clerk of District Court

ORD, NEBRASKA 68862

March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subsommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

TO WHOM IT MAY CONCERN:

The Valley County Board of Supervisors adopted a resolution on March 8, 1977 giving approval to the Twin Loups Irrigation and Reclamation Project (namely the Calamus and North Loup Division) with certain provisions as laterals and canals being underground.

At a board meeting on March 29, 1978, those present reaffirmed approval as given the year before.

At a board meeting on March 11, 1980, they still indicate support and concern for this project and Nebraska's future.

Kenneth Collins
Kenneth Collins
Chairman, Valley County
Board of Supervisors

Attest:
Thelma M. Dulitz
Thelma M. Dulitz
Valley County Clerk

Garfield County Board of Commissioners
Burwell, Nebraska

U. S. House of Representatives
Committee of Appropriations
Mr. Tom Bevill

March 14, 1980

Dear Sir:

With this letter we would like to convey to you the support of the Garfield County Commissioners, Burwell, Nebraska.

We feel that this project and especially the Calamus Reservoir would be a great economic benefit to the people of Garfield County.

The Bureau of Reclamation has purchased most of the land in the Reservoir. We can report that the people were well satisfied and treatment thay received by the Bureau of Reclamation.

We urge continued funding for this project.

Sincerely Yours,

Garfield Board of Commissioners:

Stanley Key
Stanley Key, Chairman

Henry L. Bonsall
Henry L. Bonsall

Gerald Quinn
Gerald Quinn

OFFICE OF
HOWARD COUNTY COMMISSIONERS
ST. PAUL, NEBRASKA 68873

P.O. Box No. 25 Phone 754-4343

March 20, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee Committee on Appropriations
House of Representatives
Washington, D.C.20515

Dear Senator Johnston:

The Board of Howard County Commissioners continue its strong support of the North Loup Project. We, as the Board of County Commissioners, point with pride the tremendous impact that the Farwell Irrigation Project has had upon our County. Our economy is stable and each day and year we observe tremendous benefits arising from that Project.

Since the North Loup Irrigation Project comprises a considerable portion of Howard County, we believe the same benefits accruing to Howard County which we have witnessed from the Farwell Project will accrue to Howard County and the other Counties served by the North Loup Irrigation Project.

We are ever aware of water conservation in our area. It is our belief that if Howard County and the other Counties served by the North Loup Project, as well as the State of Nebraska, are to actively engage in water conservation, then we must necessarily get on with the construction of the North Loup Irrigation Project to achieve that program of water conservation.

Therefore, we, as the Board of County Commissioners of Howard County, Nebraska, strongly urge the approval of the FY 1981 Appropriation of $17,491,000.00 for the North Loup Division in order that construction of this vital Irrigation Project can be continued and the final construction of this Project can be completed at the earliest possible date.

Very sincerely yours,

Myron Nielsen

Myron Nielsen, Chairman
Howard County Board of Commissioners

OFFICE OF LIGHT AND WATER COMMISSIONER

OFFICE OF CITY CLERK

CITY OF ORD
NEBRASKA

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committe on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Tom:

I am writing in regards to the North Loup Irrigation Project.

It is very important to the future of Ord, Nebraska, Valley County, and the surrounding area that this project be actively supported by your committee.

I am sure that you are familiar with the benefits this project will have on this generation as well as on generations to come.

Benefits derived from this project are:
- Irrigation for our crops.
- Assurance our farm wells will have adequate water supply.
- Stimulate our economy.
- Provide recreation.
- Plus many other benefits.

Pure water is our most precious commodities - Please help us keep it.

Thanking you for your support on this project.

I Remain,

Richard J. Rowbal

Richard Rowbal
Mayor

RD:pa

City of St. Paul, Nebraska

Phone 754-4361
Area Code 308

522 HOWARD AVENUE
ST. PAUL, NEBRASKA 68873

Mayor

City Clerk

March 20, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

It is my pleasure as Mayor of the City of St. Paul, Nebraska to write this letter in support of the North Loup Irrigation Project.

For many years before assuming the position of Mayor, I sat on the City Council of the City of St. Paul. There I was able to observe the many benefits both in the sustaining of economic stability and the water conservation practices resulting from the Farwell Irrigation Project for our Area. It is my understanding that the North Loup Irrigation Project is a similar project to the Farwell Irrigation Project. So, I am convinced that the same benefits that have accrued to the area served by the Farwell Irrigation District can also be served by the construction of the North Loup Project.

I am also pleased to state that the City of St. Paul, in cooperation with the St. Paul Business Development Corporation, is on the threshold of constructing a twenty million gallon grain alcohol plant with the capital cost estimated to be in the sum of $30,000,000.00.

One of the factors in bringing about this twenty million gallon alcohol plant is the fact that we have in this area an ample raw material supply for the production of grain alcohol. It is interesting to note that the fact that the North Loup Project is in the process of construction is an important factor in making this project feasible for this area. Therefore, on behalf of the City of St. Paul, Nebraska, I strongly recommend that the Congress of the United States approve the FY 1981 Appropriation in the sum of $17,491,000.00 for the North Loup Division, all to the end that the continued construction of this important Irrigation Project can be completed at the earliest possible date and I remain

Very sincerely yours,

Elma O'Neill

Elma O'Neill
City Clerk, for
Daryl Harvey,
Mayor of the City of
St. Paul, Nebraska

City of St. Paul, Nebraska

Phone 754-4361
Area Code 308

522 HOWARD AVENUE
ST. PAUL, NEBRASKA 68873

Mayor
Daryl Harvey

City Clerk
Elma O'Neill

March 20, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

Again, it is my pleasure as former Mayor of the City of St. Paul, Nebraska, to write this letter in support of the North Loup Irrigation Project.

During my many years as Mayor of the City of St. Paul, I have observed the tremendous economic effects upon the City of St. Paul, Nebraska and the surrounding trade territory by reason of the Farwell Irrigation Project.

It is my understanding the North Loup Irrigation Project is a similar Project and so, I am convinced the same economic benefits that are being enjoyed by our area can be realized for the people residing in the North Loup and Loup River Valley with the early construction of the North Loup Project.

I am pleased to report that through the efforts of the City of St. Paul and the St. Paul Business Development Corporation, the construction of a twenty million gallon alcohol plant near the City of St. Paul is nearly a reality. Final plans and specifications are now being discussed with the Administration in Washington, all to the end that such a plant can be constructed in St. Paul in the very near future.

One of the factors that attribute to the feasibility of this particular alcohol plant is the fact that we have a ready supply of raw materials for that plant. With the construction of the North Loup Project, even a greater source of raw material can be realized with the sustained irrigation in the North Loup River and the Loup River Valleys.

Finally, as a Doctor of Veterinary Medicine, in my work, I am in constant contact with the farmers of the area. Wherever I travel in this area, farmers are acutely aware of the decreasing ground water supply and they know that in order to sustain our present irrigation systems and our future irrigation systems, we must have water conservation. The North Loup Project would definitely enhance our ground water supply. Accordingly, for the

reasons set forth in this letter, I strongly recommend that the Congress of the United States approve the FY 1981 Appropriation in the sum of $17,491,000.00 for the North Loup Division in order that the construction of this important Irrigation Project can be continued and completed at the earliest possible date and I remain

Very sincerely yours,

J. J. Lewis,
Former Mayor of the
City of St. Paul, Nebraska

Village of Elba

Elba, Nebraska

March 18, 1980

Honorable Tom Bevill, Chairman
PUBLIC WORKS SUBCOMMITTEE
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Sir:

As Chairman of the Board of Trustees of the Village of Elba, Nebraska, I am writing you in regard to the North Loup Irrigation Project. We hereby request that you lend your support to the North Loup Irrigation Project, which means so much to this community.

This project was voted on and approved by a large majority in this area and we are anxious to see the project completed without further delays.

Thank you for your attention.

Sincerely,

William Suntych

William Suntych
CHAIRMAN

WS/aj

EDWARD L. DUBAS, Mayor
LOIS A. PLEBANEK, Clerk-Treasurer
JOHN V. MORGAN, Attorney
DR. J. C. MALY, Physician

CITY OF FULLERTON
NEBRASKA 68638

COUNCILMEN
CALVIN GLOOR, President
TERRY FURBY
HAROLD HARRIS
LARRY HAWTHORNE
GERALD M. NATHAN
CLAIRE L. SMITH

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcomittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

As a banker and mayor of Fullerton, Nebraska, which is within the Twin Loups Reclamation District, I support the North Loup Division. On June 5, 1979, we, the voters of the District, demonstrated our support of the North Loup Division by confirming the repayment contract between the Twin Loups Reclamation District and the United States by a vote of 935 to 515.

I urge the approval of the FY 1981 appropriations ($17,491,000.00) for the North Loup Division so that orderly construction can continue.

Very sincerely yours,

Edward L. Dubas

Edward L. Dubas
Mayor

ELD/gs

Nance County Journal

C. S. HEBDA, Publisher

P.O. Box 10, Fullerton, Nebraska, 68638

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

I am a potential water user and resident within the Twin Loups Irrigation District, and strongly support the North Loup Division. I think it is imperative, as indicated by the four to one majority approving the Water Service Contract on September 11, 1979, between the Reclamation District and the Irrigation District, that this project move along swiftly.

The Project will have a tremendous economic impact on the area, not only during the construction period, but for decades to come. This is particularly relevant due to the population decline in this area over the past decade.

I urge your approval of the $17,910,000 in the FY 1981 appropriations for the North Loup Division so that construction of our project can continue.

Sincerely yours,

Clarence S. Hebda, Publisher
The Nance County Journal

csh:m

ORD *Heart of* NEBRASKAland NE.

IN THE *Beautiful North Loup Valley*

Mar. 18, 1980

OFFICE OF THE
CHAMBER OF COMMERCE
1537 M Street
Ord, Nebraska 68862

Honorable Tom Devill
Chairman
Public Works Subcommittee
Committee on Appropriation
House of Representatives
Washington, D.C. 20515

Honorable Devill:

This letter is in support of the Calamus Dam Project north of Burwell, Nebraska. The Chamber feels this project is needed as the water level is rapidly declining and people digging wells must go deeper and deeper. The lakes in the sandhills are lower each year and the winter kill has just about taken all the fish.

For economy reasons, we need to keep this water in Nebraska to help the gravity farmer who needs it to irrigate. If our farmers prosper, we who live in towns and cities will in turn prosper.

Sincerely,

ORD CHAMBER OF COMMERCE

Gerry Bundy

(Mrs.) Gerry Bundy
Secretary

– Home of the Nebraska State Air Show –

St. Paul Business Development Corporation
Phone 308/754-5558 P.O. Box 325 St. Paul, Nebraska 68873

Board of Directors:
Gerald Bahensky, President
J. C. Rawlings, Vice President
Francis Ostermeier, Executive Secretary-Treasurer
Walter Alderman
W. Dean Brisbane
Robert Dvorak
Robin Ehrenmeier
Norman Hurley
Rich Howe

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

The St. Paul Business Development Corporation has been promoting the production of grain alcohol as an alternative fuel and as a means to extend our Country's fuel supply. Our proposed plant will produce 20,000,000 gallons of grain alcohol utilizing 8,000,000 bushels of corn.

For the past several months we have been diligently seeking funding. We believe that we are on the threshold of obtaining either private financing or financing through various Federal Programs. While the present feed stock is adequate, production costs for growing of corn is increasing. A rapidly increasing cost is the pumping cost for center pivot irrigation. A surface water irrigation project such as the Twin Loups Irrigation Project will assure a dependable supply of the irrigation water for the production of grain and will restrict the demand for fuel.

The St. Paul area now has adequate grain supply to support this plant, however, the proximity of the proposed Twin Loups Irrigation Project would enhance the economics of plant operation. We encourage the construction of the Twin Loups Project with minimum delay. The combination of the Twin Loups Project and a large scale grain alcohol plant would add to the prosperity of the general area.

Sincerely,

Gerald Bahensky

Gerald Bahensky
President, St. Paul
Business Development Corporation

COMMERCIAL NATIONAL BANK AND TRUST COMPANY

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

While the Commercial National Bank and Trust Company serves the City of Grand Island, Nebraska and its trade territory, we are vitally interested in the economic stability of Central Nebraska and the conservation of Nebraska's most vital resource, water.

It is my belief as President of the Commercial National Bank and Trust Company that the North Loup Division, Nebraska will bring about in a great measure the economic stability for the people residing in the North Loup River and Loup River Valleys, as well as all the people residing in Central Nebraska.

All of us are fully aware of the need for water conservation in the State of Nebraska. The early construction of the North Loup Project will provide a stable and ample water supply for the 53,000 acres the Project will serve. In turn the recharge of the ground water will be of tremendous importance to the area. The North Loup Division will be instrumental in conserving our precious natural resource, water.

Accordingly, we at the Commercial National Bank and Trust Company strongly support the North Loup Division, Nebraska, and urge the Congress to support the requested funds of $17,491,000.00 for Fiscal Year 1981, all to the end that the construction of this Project can be continued to achieve that economic stability and to conserve Nebraska's natural resource, water.

Very respectfully yours,

E. J. Thayer
President

EJT/cd

424 W. THIRD, GRAND ISLAND, NEBR. 68801, 382-3100

THE FIRST NATIONAL BANK AND TRUST
ESTABLISHED IN 1881
FULLERTON, NEBRASKA 68638

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

As a banker and resident of Fullerton, Nebraska, which is within the Twin Loups Reclamation District, I support the North Loup Division. On June 5, 1979, we, the voters of the District, demonstrated our support of the North Loup Division by confirming the repayment contract between the Twin Loups Reclamation District and the United States by a vote of 935 to 515.

I urge the approval of the FY 1981 appropriations ($17,491,000.00) for the North Loup Division so that orderly construction can continue.

Very sincerely yours,

Dale J. Black
President

DJB/gs

Elba State Bank
TEL: (308) 863-2311
P.O. BOX 87 / ELBA, NEBRASKA 68835
MEMBER
FDIC



March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill;

I am writing in regard to the North Loup Irrigation Project. I would once again ask that you lend your support for this project, which is so valuable to the people of Nebraska.

The North Loup Irrigation Project carried by a large majority in this area and people are anxious to see this project completed without further delay.

Thank you.

Sincerely,

Gerald A. Johnson
President

DON'T WATCH US GROW, COME GROW WITH US.

Elba Sand & Gravel, Inc.

Robert E. Layher
Elba, Nebraska 68835 - Phone (308) 863-2259
•Gravel •Rock •Concrete Sand •Fill Sand

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill;

I am writing you in regard to the North Loup Irrigation Project. I would ask that you lend your support for this project, which is so valuable to the people of this great State of Nebraska.

The North Loup Irrigation Project carried by an overwhelming majority in this area and people are anxious to see this project completed without further delay.

Thank you.

Sincerely,

Robert E. Layher

Robert E. Layher
President

Scoular-Bishop Grain Company
Embassy Plaza Building, Suite 200
Omaha, Nebraska 68114
(402) 397-5880

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

As Executive Vice President of Scoular-Bishop Grain Company, I am pleased to take this means to support the FY 1981 Appropriation of $17,491,000.00 for the continued construction of the North Loup Division, Nebraska.

By way of explanation, our Company has an elevator in St. Paul, Nebraska. Our interest in locating an elevator in St. Paul, Nebraskas, is due primarily to the adequate and dependable grain supply resulting from the Farwell Project. We believe that with the early construction of the North Loup Project, we will be able to provide a favorable market for the farmers who will avail themselves of the irrigation potential in the North Loup River Valley and the Loup River Valley.

It is my understanding that St. Paul is on the threshold for the construction of a Gasohol Plant. Obviously, such a Gasohol Plant would provide a ready market for crops raised on the 53,000 acres to be served by the North Loup Project. Certainly the construction of the North Loup Project would constitute and play a very important part in providing the raw materials used in the Gasohol Plant, all to the end that our soaring energy problem would be alleviated.

Finally, we at the Scoular-Bishop Company, strongly support the North Loup Project and urge the Congress to appropriate the requested funds of $17,491,000.00 for Fiscal Year 1981, wo that the construction of the North Loup Project can be completed at the earliest possible date, thereby assisting Central Nebraska in providing a continuing market for the grain required to assist in the supplying the Nation needs, as well as the Worlds needs and I remain

Very respectfully yours,

James S. Clinton
Executive Vice President

JSC/dcd

LAW OFFICES OF J. MARVIN WEEMS, P.C., A PROFESSIONAL CORPORATION

LEONARD W. CRONK, Of Counsel
J. MARVIN WEEMS
CURTIS A. SIKYTA

TELEPHONE 308 728-3285
218 SOUTH 16th STREET
ORD, NEBRASKA 68862

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill and Members of your committee:

Re: North Loup Irrigation Project (Nebraska)

In light of our current economic problems, it is all the more important that the North Loup Irrigation Project receive its funding for the next fiscal year.

Nebraska farmers, businessmen and their employees have been hardest hit by the President's embargo on the sale of food to the Soviet Union. Consequently, farm prices in this area are at or below where they were several years ago even though farm expenses have continued to climb at the 18-20% rate.

Accordingly, it is imperative that Congress do everything possible to actually provide the funds needed to complete this project and to implement that completion at the earliest possible date. It is perhaps the single greatest thing Congress can do to preserve the family farm. The appropriation permits the farmers who want this irrigation project to have a stable and economically feasible source of water which is so essential to America's food and energy supplies at a price we can afford to pay.

Thank you for your continued support of this most worthwhile project.

Yours very truly,

J. Marvin Weems
FOR THE FIRM

JMW:bw

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill and members of your committee:

Re: North Loup Irrigation Project (Nebraska)

We are writing to you to encourage you to do everything you can to cause funding and completion of construction of the Twin Loups Irrigation project here in Central Nebraska.

We are enclosing a photocopy of a resolution passed by the local Rotary Club several years ago documenting the need for this project. Since then, our water tables have been dropping, farm prices are down and farm expenses are up.

While the project is now under construction, we urge you to expedite that construction and the necessary funding because the vast majority of the farm families business people and employees in the nation need it for food and energy. When our farmers suffer, our whole economy suffers.

Accordingly, we will greatly appreciate everything you can do.

Yours very truly,

Al Baeder, President
ORD ROTARY CLUB
Ord, Nebraska

RESOLUTION

BY THE ORD ROTARY CLUB ENCOURAGING THE CONGRESS OF THE UNITED STATES TO ENACT, FUND AND IMPLEMENT THE TWIN LOUPS IRRIGATION AND RECLAMATION PROJECT AT THE EARLIEST POSSIBLE OPPORTUNITY.

Whereas Rotary is a world fellowship of business and professional men who accept the ideal of service, individually and collectively, as the basis for success and happiness in business and community life, and

Whereas the Ord Rotary Club, upon hearing the facts incident to and particularly the need for and costs of the Twin Loups Irrigation and Reclamation Project, finds that said Project will be of service to mankind generally in that said Project will:

1. Preserve and improve area water levels essential for human consumption, agriculture and industry, and

2. Increase and stablilize farm income to enable Nebraska farmers to conduct economically feasible operations and maintain their basic philosophy that they can and should be self supporting, and

3. Provide new jobs in an economically depressed area, and

4. Lessen outmigration from Nebraska and consequent overcrowding of metropolitan areas already beset with problems of mass crime, housing, education and sanitation, and

5. Conserve and utilize our ecology and natural resources efficiently and wisely, and

6. Relieve the energy crisis by reducing the cost of making general and irrigation water available, and

7. Provide recreation to thousands of Americans.

NOW, THEREFORE, BE IT RESOLVED by the general members of the Ord Rotary Club, meeting in regular session this 6th day of March, 1972, that the Congress of the United States be urged to enact, fund and implement the Twin Loups Irrigation and Reclamation Project at the earliest possible opportunity, and be it further resolved that said Ord Rotary Club wholeheartedly and enthusiastically endorse said project without qualification and deliver a copy hereof to the House and Senate subcommittees on Insular Affairs and all other interested and appropriate bodies as evidence of said endorsement.

Passed and approved at Ord, Nebraska, this 6th day of March, 1972.

ORD ROTARY CLUB

BY _____
President

ATTEST:

_____
Secretary

FARMERS GRAIN & SUPPLY CO.
ELBA, NEBRASKA

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House Of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

As a business man and resident of Elba, Nebraska, which is within the Twin Loups Reclamation District, I fully support the North Loup Division. I realize what this project can and will do for our town and community, and as a elevator manager it will improve our business.

I urge the approval of the FY 1981 appropriations ($17,491,000.00) for the North Loup Division so that orderly construction can continue.

Very Sincerely Yours
Farmers Grain & Supply Co.
Elba, Nebraska

Bernard R Camp

Bernard R. Camp
Mgr.

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommitted
Committee on Approprations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

We would like to assure you of our continued support of the North Loup Irrigation Project.

We feel this is a very important water conservation project, we also realize there will be some hardships but we feel the benefits will far outweigh the problems.

We urge your continued support of this very worthy project.

Thank you,

KARP AND KROW CLUB
Kenneth Petska, Dir.
Ord, Nebraska 68862

Citizens Bank & Trust Company

IN ST. PAUL

March 20, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

As President of the Citizens Bank & Trust Company in St. Paul, St. Paul, Nebraska, it is my pleasure to heartily endorse the North Loup Irrigation Project. Therefore, I strongly urge the approval of the FY 1981 Appropriation in the sum of $17,491,000.00 for the North Loup Division in order that the construction of this urgently needed Irrigation Project can be continued and the construction of this Project be completed at the earliest possible date.

I have been associated with the Citizens Bank & Trust Company in St. Paul for many years. I certainly can attest to the fact that from day to day I can observe the tremendous economic and social benefits resulting from the Farwell Project. I know of my own personal knowledge that there is a great similarity in the Farwell Project and in the North Loup Irrigation Project. Consequently, I am confident the social and economic benefits we enjoy in the Middle Loup River Valley can be extended to and be enjoyed by the peoples residing in the North Loup and Loup River Valleys.

Finally, with my constant association with the farmers in the area, I know first hand their concern for the conservation of our natural resource, water. I am convinced that with the construction of the North Loup Irrigation Project the wise use of water and the conservation of this resource will be carried on in a diligent manner by the Twin Loups Reclamation District and The Twin Loups Irrigation District, the Districts who will operate and administer this very important Irrigation Project.

Therefore, I shall be grateful for your continued support of this most important and much needed Irrigation Project and I remain

Very sincerely yours,

Stanley J. Edwards

S. J. Edwards
President

SBS STATE BANK of SCOTIA
P.O. BOX 325 SCOTIA, NEBRASKA 68875
TEL: 308 - 245-4201

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congreeman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In Addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish, and wildlife and recreational benefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for fiscal 81.

Sincerely,

Larry E Hulbert

aad



STATE BANK OF SCOTIA

SCOTIA, NEBRASKA 68875

ROBERT J. SIXEL
Cashier

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational benefits for the general ares.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Robert J. Sixel

asd

STATE BANK OF SCOTIA

SCOTIA, NEBRASKA, 68875

CLARENCE H. SIKEL
President

March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational benefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Clarence H. Sikel

aad

Ray Marshall
Studio of Photography
Ray & Mary Marshall Ord, Nebraska 68862

Honorable Tom Bevill, Chmn.
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Sir:

Every year I drop you a letter expressing my support for the North Loup Irrigation project. My main concern is the conservation of our precious water. Now with the economic and energy situation it becomes even more important that we use the resources we have to keep costs of farming down.

Thank You for your consideration

Sincerely

Ray Marshall

308 728-5150 Business
308 728-5767 Residence

Office Hours
9-12 a.m. – 1-5 p.m.

Closed Monday &
Saturday Afternoons

Dinsdale Brothers Inc.

PALMER, NEBRASKA 68864

March 20, 1980

Honorable Tom Bevill, Chairman
Public Works Committee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Mr. Bevill:

The Dinsdale family came from England and settled in the Loup valley in 1882. From that date forward our fmily has been activley engaged in farming and the cattle business in the Loup Valley.

We are vitally interested in the North Loup Valley project as we have experienced some very severe drouth years over the past century.

We are fully aware that there is some opposition to this project but most of this is coming from outside interests that do not have to depend on the valley for their existance.

Your continued support will be greatly appreciated by us and our future generations.

Most Sincerely,

John T. Dinsdale

Dinsdale Bros. Inc.,

SINCE 1882

PALMER, NEBRASKA 68864

Phone 894-2025

60-588 O - 80 - 27 (pt. 10)

March 15, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Honorable Tom Bevill:

In this little farming community located in the North Loup Irrigation Project, water is our most important resource. This project is of great importance for the survival of the agriculture in this area.

As a business woman in the community I urge your continued support for the funding of the North Loup Irrigation Project.

Thanking you, I remain

Sincerely yours,
Margie A. Nowak

Margie A. Nowak
Postmaster
Elba, Nebraska 68835

L. F. AMIS
401 NORTH 12TH STREET
OMAHA, NEBRASKA 68102

February 28, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

As a resident of Nebraska for a number of years, I want to register my concern and support of the North Loup dam project. This project will provide water to recharge and stabilize ground-water levels seriously depleted by irrigation. The importance of irrigated agriculture in Nebraska cannot be overlooked. It has an important economic impact on jobs, financial and industrial growth in the state.

Your full support is needed on this project.

Yours truly,

Fred Amis

Fred Amis

VANCE ANDERSON
19 VILLAGE DRIVE, LOCHLAND
HASTINGS, NEBRASKA 68901

March 19, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C., 20515

Dear Mr. Bevill:

I'm writing this letter asking for your support on the North Loup Project in Nebraska. This is a very worthwhile project and one that the payback from the farmers in area for it certainly should be no problem.

Although I now live in Hastings, Nebraska, and for many years, infact 49 years was with Western Land Roller Company at Hastings, I was born and raised in the Loup River Valley. I have a farm down stream a good many miles from where this project is but Nebraska, the U.S. and the people in the valley need this and I would hope that you will support it.

Thank you.

Sincerely yours,

Vance Anderson

VA:ms

Ord, Nebraska
March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Honorable Tom Bevill,

I would like to voice my support to the North Loup irrigation project. We would like to continue to build and acquire property for the project. We have acquired approximately 70% of the needed land for the dam sight by voluntary sales. I would like to have the appropriations set as mentioned in the President's budget or higher.

We need this irrigation project as soon as possible. The pumping costs are getting so high, due to the energy costs, some of the farmers are considering not farming their land until commodity prices raise or expenses are cut. We feel we can cut irrigation costs considerably with this project.

Sincerely,

Donald E. Blaha,
Ord, Nebraska 68862

DEB:mm

Ord, Nebraska
March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Honorable Tom Beville,

I would like to re-emphasize my continued support for the North Loup irrigation project. I would encourage that the appropriations continue so that we might have a completed functioning project without further costly delays.

I am sure that all of us are well aware of the increased energy costs now facing us. A completed irrigation project would be one way to help lower pumping costs and energy needs.

Sincerely,

Gary L. Garnick

Gary L. Garnick
Ord, Nebraska 68862

GLG:mm

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20510

Dear Congressman Bevill:

I am a land owner, potential water user and resident within The Twin Loups Irrigation District and strongly support the North Loup Division. On September 11, 1979, I, along with other land owners in the District, showed our continued support of the North Loup Division by approving the Water Service Contract between the Reclamation District and the Irrigation District by a 4 to 1 majority.

I urge the approval of the FY 1981 appropriations for the North Loup Division so that construction of our project can continue.

Sincerely yours, Carl Anderson

Ord, Nebraska
March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Honorable Tom Beville,

I would like to take this opportunity to express my firm support for the North Loup Reclamation project. The project would certainly be a benefit for both the rural and urban dwellers of the area. The irrigation potential of the project would be a definite plus for the rural members of our area and especially in these times of ever increasing irrigation costs. The urban inhabitants of the area would benefit not only from the greater prosperity of their rural counterparts but also from the recreational aspect of the project.

I would hope that you would take whatever steps necessary to further and expedite the project. It will surely return the investment many times over. Thank you.

Yours truly,

Clark A. Hervert

Clark A. Hervert,
Ord, Nebraska 68862

CH:mm

Ord, Nebraska
March 14, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Honorable Tom Beville,

I would like to reaffirm the position that I have taken in the past as a strong supporter of the North Loup Reclamation and Irrigation project.

In these days of ever rising energy costs, I feel that this project will be a great asset to the rural oriented area. Pumping costs for well irrigation systems are approaching the point where many farmers are seriously considering discontinuing irrigation. This, of course, would be an economic blow to this area.

Water is one of our most valuable resources. I think we should make every effort to conserve it.

Please support the appropriations in the President's budget for continued progress on this worthy project.

Sincerely,

Clem Klimek,
Ord, Nebraska 68862

CK:mm

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill,

Since construction of our project is now underway, and as a farmer living within the North Loup Irrigation District, I know the necessity of water for crop production. I would like to thank you and your Committee for your efforts in the past years in granting funds for this project.

I fully realize now with inflation running high, and the importance of reduced spending by all concerned persons a necessity, there are still some moneys essentially spent to insure a continuing strong economy for the future of not only agriculture but also a strong and stable nation.

With water one of our greatest natural resources and our unlimited demand throughout this state and nation for its needs, I personally feel these Projects should carry the highest priority.

I would recommend your Committee to favorable consider and approve the necessary funding for the North Loup Project for fiscal 1981.

Sincerely,

Donald Hughes

Donald Hughes
Scotia, Nebr. 68875

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20510

Dear Congressman Bevill:

I am a land owner, potential water user and resident within The Twin Loups Irrigation District and strongly support the North Loup Division. On September 11, 1979, I, along with other land owners in the District, showed our continued support of the North Loup Division by approving the Water Service Contract between the Reclamation District and the Irrigation District by a 4 to 1 majority.

I urge the approval of the FY 1981 appropriations for the North Loup Division so that construction of our project can continue.

Sincerely yours,

Joe Bayer

Donald P. Kilday
Palmer, Nebraska
March 20, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Senator Bevill:

As a farmer and land owner living in the Twin Loups Irrigation District, I urge your support of the 1981 Appropriations for the North Loup Project.

The farmers, land owners, and potential water users within the boundries of the District have continuously supported this Project in every possible way. They have voted unanimously in favor of the Project and it certainly is time to continue construction.

Respectfully,

Donald P. Kilday

Donald P. Kilday
Palmer, Nebr.

DPK:emk

Fullerton, Nebraska
March 16, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

We are writing to you with regard to the Twin Loups Irrigation Project in Nebraska. We would like to urge you to support the project and to vote in favor of the full appropriation for this project in the 1981 budget.

My two sons and I are actively farming in this district. With the tremendous increase in energy costs, we definitely feel a need for this project. There is a tremendous shortage of underground water in our area so this project would be a great benefit to this area and the State of Nebraska. It could be the difference between existing or not existing for many farmers in this area of the state.

So with these facts in mind, we would like to urge your support of the Twin Loups Irrigation Project as we definitely feel the State of Nebraska will greatly benefit economically from this great natural resource.

Thank you for your continued support.

Sincerely yours,

Vern R. Sonderup

Vern R. Sonderup
Rt. 1
Fullerton, Nebr. 68638

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20510

Dear Congressman Bevill:

I am a land owner, potential water user and resident within The Twin Loups Irrigation District and strongly support the North Loup Division. On September 11, 1979, I, along with other land owners in the District, showed our continued support of the North Loup Division by approving the Water Service Contract between the Reclamation District and the Irrigation District by a 4 to 1 majority.

I urge the approval of the FY 1981 appropriations for the North Loup Division so that construction of our project can continue.

Sincerely yours,

Ernest F. Anderson Jr.

Palmer, Nebraska
March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Representative Bevill:

I am a potential water user and live in Nance County within the North Loup Irrigation and Reclamation District. I am very interested in this project and would like your immediate consideration and approval of appropriations for FY 1981 (17,491,000.00). I feel that we, as farmers in this area need and approve of this project.

Sincerely yours,

Larry Forbes

Larry Forbes
Palmer, Nebr.

Palmer, Nebraska
March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Representative Bevill:

I reside in Nance County within the Twin Loups Irrigation and Reclamation District. I have irrigated from the Loup river since 1948. I have had problems putting my pump where water is available and the water flow has been very inconsistant. Due to inflation and the high cost of fuel, I feel it is imparative that the appropriations for FY 1981 ($17,491,000.00 be made as quickly as possible.

Sincerely yours,

Robert Forbes

Robert Forbes
Palmer, Nebr.

Elba, Nebraska 68835
March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

I am concerned about Nebraska's future, so support the North Loup Irrigation Project and feel that money should be appropriated for it.

This project will maintain a strong agricultural economic level in our state.

Sincerely,

Rose Lee Novotny

Rose Lee Novotny
Elba, NB 68835

Elba, NB 68835
March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

The North Loup Irrigation Project will maintain a strong agricultural economic level in the state of Nebraska.

I am also concerned about Nebraska's future, so support the North Loup Irrigation Project and feel that money should be appropriated for it.

Sincerely,

Clinton A. Wells

Clinton A. Wells
Elba, NB 68835

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20510

Dear Congressman Bevill:

I am a land owner, potential water user and resident within The Twin Loups Irrigation District and strongly support the North Loup Division. On September 11, 1979, I, along with other land owners in the District, showed our continued support of the North Loup Division by approving the Water Service Contract between the Reclamation District and the Irrigation District by a 4 to 1 majority.

I urge the approval of the FY 1981 appropriations for the North Loup Division so that construction of our project can continue.

Sincerely yours, Alex Kulivecke

March 15, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Honorable Tom Bevill:

My name is Mike Nowak and a 1979 graduate of the Elba High School. Presently, I am attempting to start farming in this community, which will be served by the North Loup Irrigation Project.

I sure ask your support of the funding of the Project. It will be a great benefit to my future, in this farming area.

Thanking you, I remain

Sincerely yours,
Mike Nowak
Mike Nowak
Elba, Nebraska 68835

March 15, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Honorable Tom Bevill:

As a farmer and a member of the Board of Directors of the Twin Loup Reclamation District, I ask your support in the funding of the North Loup Irrigation Project. Those of us, that irrigate in the North Loup Valley are finding the high cost of energy, to operate our systems are constantly rising. This project would be a great help, in saving energy to produce the important farm products that help feed our nation.

Thanking you for your past support, and hoping for your continued support.

Sincerely yours,

Ray Nowak
Elba, Nebraska 68835

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Leonard W. Murphy

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Laverne Jess
Scotia Nebr 68875

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Millard Clark

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Edward J. Hudson

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Irene B. Murphy

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Albert Zieske

Scotia, Nebraska

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Lawrence D. Roy

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Marilyn Schuetz

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Gordon Kriewald
Mrs Gordon Kriewald
Rt. 2 Box 4
North Loup, Ne 68859

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

James Bryson

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Ronald E. Tofp

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Victor L. Wegner

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Thomas A Holt

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Thelma Schudel

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Mrs Thelma Carroll Thoren

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Esther Fillinger
Scotia, Nebr 68875

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Douglas Hughes
Cotesfield, Ne 68829

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Donald R. Patrick

Scotia, Nb

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Dale Hartmann
Scotia, Nebr.

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Rick D. Vlach

March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill,

Construction of the North Loup Irrigation Project is underway and will provide irrigation water for 53,000 acres in Central Nebraska.

In addition to irrigation, the Project will also help recharge ground waters, provide excellent habitat for fish and wildlife and recreational bebefits for the general area.

The demand for water is great and we must build projects like the North Loup, which will store and conserve this natural resource.

With these reasons in mind, I urge your committee to act with favor on funds for the project for Fiscal 81.

Sincerely,

Otto F. Gebhardt
Scotia Nebraska

P.S. Our irrigated economy of Central Nebraska is in jeprody with the high fuel prices. The North Loup project will save our area -

March 17, 1980
Elyria, NB 68837

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill:

I am writing in regard to the North Loup Irrigation Project.
I am pleased to see continued progress on the project. I think with the sharp increase in fuel costs that it is doubly important to see that it is carried on to completion as rapidly as possible. I urge you to use all means avaliable to see that this is accomplished.

Sincerely yours,

Donald Vancura

March 17, 1980

Honorable Tom Bevill

"Please", for the sake of the North Loup Project lets get it going. I have two wells but some day down the way I think our underground water is going to disappear. The reason is because of all the pivots going in. Lets don't let this happen.

I'm not in Sherman County Irrigation District, but I have been on this farm for 27 years. I have a creek running at least two miles through my farm. It was always dry except for a rain; now I have had water flowing through it for the last five years, all year round. This year it didn't even freeze over. Look what this does to our wildlife for them to have water also.

What a blessing this is to have this water. It wouldn't be if it wasn't for Sherman Dam.

Thank you.

Anton Schmidt

Mr. & Mrs. Derrell Ingram
Rural Route #1, Box 28
Cotesfield, Nebraska 68829
March 17, 1980

Honorable Tom Bevill, Chairman.
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington D. C. 20515

Honorable Tom Bevill:

We have farmed in the North Loup River Valley for some 50 years. Water is the most important resource that we have.

I would be one hundred percent in favor of your continuing support & appropriate funds for the North Loup Irrigation Project.

We think is a worthy project for the continued growth of our community.

Thanking you for your past funding and hope you will continue to fund this project.

Sincerely,

Derrell Ingram

May 16, 1980

Honorable Jim Wright, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir

Having lived all of my life in the Earlsboro and Cotesfield areas and being actively engaged in farming, I heartily support the proposed Pottawatomie project. Since I live within the project area, I feel that it is an absolute necessity that we utilize the unused water that is presently running unchecked down the river. If we continue pumping from underground, we are bound to deplete the supply, as well as use an undue amount of energy in the pumping.

I like irrigation projects in the areas have increased the productivity and economics progress in those areas and have proven to be drought insurance. I am most anxious to have this project completed without delay.

Respectfully,
Harland Wells
Rt #1 Box 83A
Cotesfield, Ok 74838

Old Kabaeba
Mar. 18, 1988

Honorable Tom Revill, Chm.
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington D.C. 20515

Dear Sir:

We are in favor of the North Gulf project. We know the water level in our area is falling and spite of upon is the contrary. We have had to add on to the column in our well twice, a total of 60' to obtain an adequate water supply for irrigation.

We firmly believe that we should be very concerned about our water supply for the future in this area.

Sincerely
Ronald A Applebaum
Kelly P Applebaum

C. D. Nebraska
March 19, 1980

The Honorable Tom Bevill,
Chairman Subcommittee of Public Works,
United States House of Representatives,
Washington, D. C. 20515

Mr Chairman:

Please make immediate appropriation for the Calamus River project as I would like to see it continue and be completed quickly as there is no way that I will put a debt on my farm to borrow money to put in a well and a Circle Irrigation system.

I have 160 acres under the project and I will rather leave the ground dry land than to pass a debt on to my children, which they would never get paid off.

There is no way that putting in your own irrigation system is feasable at the present interest rates and cost of fuel.

Sincerely yours.
Mrs. Alma Kazenick
2513 K St.
Ord, Nebraska 68862

Elba, NE
Apr 17, 1980

Honorable Jim Bovill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

We support the North Loup Project, it is a very needed Water program. The State of Nebraska and all of agriculture will be given a boost. Please encourage the construction and completion as soon as possible of the North Loup Project.

Sincerely
Ross D. Wiley
Mary L. Wiley

Or[illegible], Nebraska
March 19, 1980

The Honorable Tom Bevill
Chairman Subcommittee of Pubic Works
United States House of Representatives
Washington, D. C. 20515

Mr. Chairman:

Pliease make your appropriation sizeable so the Calamus River Project can be completed as soon as possible.

With the continual rising cost for fuel, irrigation wells and motors the project is the only way to go.

A few opponents continue to holler about cutting up their farms.

The Bureau of Reclamation surveyors have contacted me about going through one of my farms and I was pleased with what they proposed to do, and I think as the project progresses the few people that are opposing the project will see they will not be harmed, and will benefit instead.

Sincerely yours

Jerry Rogers
Cind
Rice
68862

Grand Island Daily Independent
arch 18, 1980 Grand Island, Nebr.

Fuel to be quarter of corn costs

LINCOLN — Diesel fuel costs may be near 25 per cent of the total costs of producing a bushel of irrigated corn in 1980, an Institute of Agriculture and Natural Resources extension irrigationist said.

The diesel fuel cost to produce an acre of corn irrigated by center pivot rose from $8.46 in 1973 to a projected $70.50 this year, Paul Fischbach recently told persons attending the 1980 Nebraska Irrigation Short Course.

These figures are based on 100 feet of lift from the groundwater reservoir, a 12-inch net water application and the pumping plant operating at 75 per cent of Nebraska Performance Standards.

"Energy may become the principal factor determining the feasibility of various irrigation systems or the depth from which groundwater can be pumped for irrigation," Fischbach said.

"Prices for farm and raw food products will determine if it is or is not profitable to irrigate from the groundwater reservoir," he predicted.

Automated gated pipe, which has a comparatively low energy requirement, rose from a cost of $3.47 per acre for diesel fuel in 1973 to $28.88, he said.

To operate a traveling big gun, at 75 per cent of the Nebraska Performance Standard, 10.94 water horsepower hours per gallon of diesel fuel, the projected cost is $113.88 per acre this year, he said. That figure is based on $1.25 per gallon diesel fuel.

"Deficit irrigation scheduling to reduce the amount of water pumped should help to reduce the cost of irrigation," Fischbach said. "And fine tuning the pumping plant to meet or exceed the Nebraska Performance Standards would reduce the energy required."

For a producer just beginning irrigation, labor requirements and the amount and type of maintenance a given system requires also has a great influence on the type of system a producer chooses, he said.

Whether the producer can afford to hire extra labor and equipment repairs in addition to his fuel costs are decisions to be made before selecting an irrigation system, he said.

March 17, 1980
Crawford, Nebraska

Honorable Lou Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Sir:

We live in the North Fork Project area and I support it whole heartedly.

It doesn't take much thinking to figure that if you keep taking water out of the ground you need dams to replenish the supply.

With the energy costs going up at such a high rate the water cost should be much less going downhill than pumping from deeper and deeper wells.

Sincerely yours,

Ronald W. Wells

Elsie, Nebr.
Mar. 18, 1980.

Honorable Tom Bevill, Chairman
Public Works Subcommittee
(Committee on Appropriations)
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

I am one of the directors on the North Loup Irrigation District. I am a land owner, potential water user. I, along with other land owners in the District, showed our support of the North Loup Division by approving the water service contract between the Reclamation District and the Irrigation District by a 4 to 1 majority.

I urge the approval of the FY 1981 appropriations for the North Loup Division so that Construction of our project can continue.

Sincerely Yours
John Potrzeba

Ella, Ne
3-17-80

Hon. Tom Bevill, Chairman

Dear Sir

We farmers in the Ella area continue to support the North Loup Project and certainly hope funding will be made available so that work can continue toward completion of this much needed and long waited-for project

We hope you will do what you can to avoid more delay.

Very Sincerely Yours
Donald A Deininger

5 Mile Nebraska
March 17, 1980

Honorable Tom Bevill Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington D.C. 20515

Dear Sir.

We are writing you just a short note to let you know that we support and are interested in having an early completion of the North Loup "twin loup" irrigation project. We feel it will help solve some of our many local and regional problems and will be beneficial in many other far reaching areas. We are asking you to help us to achieve this goal.

Thanking you in advance for giving this your attention.

Very Sincerely Yours
Mr & Mrs Frank Zadina

Honorable Tom Steed, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

I live in the North Loup Project area in Nebraska and I am for it. The early explorers called Nebraska "the Great American Desert". I believe that without dam[illegible] conserve our water supply and replenish it we could again become a desert like area.

In the spring the snow and ice melts and rushes to the rivers only to cause unwanted destruction and floods downstream. Then by July & August the fields and pastures need that water that went downstream in April. It just makes sense to dam it up and store it for "a dry & dusty" days.

Sincerely yours,
Bonnie Wells
Litchfield, Nebraska

Cotesfield, Nebr.
March 18, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

I would like to take this opportunity to let you know that I support the North Loup Irrigation Project. I feel that this project is necessary to maintain agriculture at a strong economic level.

I am a land owner and operator of a large farm in the North Loup Irrigation Project. I plan on my son to carry on when I retire. The energy costs of pumping irrigation water have risen 3 to 4 times in recent years. I feel this project is very important to the agriculture of this area.

Very Sincerely Yours

Allen Keep
Cotesfield Ne. 68829

Ord, Nebraska
March 17, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

I support the Twin Loups Project now and have for the past 20 years. Energy costs have risen beyond reason, therefore pumping from deep wells in not very profitable. This project will provide water at a reasonable cost to all farmers and ranchers in the District. I urge you to support this project.

Sincerely
Richard Lola
417 N 17 St.
Ord, Ne.
68862

P.S
I own 160 Acres
in the District

Box 29
Elba,
Nebr. 68835

Hon. Tom Bevill, Chm.
Public Works Committee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir:

I'm writing to you in Regard to appropriations for our much needed North Loup Irrigation Project. In our area of Central Nebraska, we depend very heavily on irrigation. Until the last few years, our costs of pumping have been reasonable. However, with our high inflation rate our costs are getting prohibitive. Last year when we were leading the fight to get our contract approved by the voters, a lot of us were paying approximately twenty dollars per acre to pump water. I figured an inflation rate of 10% per year to 1995, the year the project is to be completed. (10% inflation is a little low now, isn't it?) In 1995, we would be paying $107/acre to pump water, versus approximately $30/acre for project water. $107/Ac. minus $30/ac. amounts to a $77/ac. saving. Multiply $77/acre by the 53,000 acres the project will irrigate and we have an approximate $4 million savings in fuel alone, which could go back into our economy.

With our present crop food policy, farmers need every conceivable avenue of savings possible just to stay in business. A lot of us won't be able to afford to irrigate, no matter how much water we have underground. We are already feeding the creeds, the way things are going, a lot of farmers will be driven out of business, and those that are left might not be able to afford to farm those acres that would be abandoned. If this happens, we could be in for a very severe food shortage. Who would then feed the world if the American farmer can't?

(Page 2)

Please remember that no matter how many opponents of the project come to Washington, D.C. to hound you and your committee, that last year the residents of the district approved the contract by an overwhelming 2 to 1 margin. In a follow-up election to approve the irrigation contract, the landowners approved this contract by a still more impressive 7 to 1 margin! The silent majority has spoken convincingly!

Please remember that the opponents, ~~dictated by~~ bleeding heart environmentalists, pulled just about every dirty trick in the book. I think they even invented a few. However, we were not deceived. We will need this cheap water some day to go on with the job of feeding a hungry world in years to come. Thank you for taking your valuable time to read this letter.

Very Respectfully,

Ernest Wells

Elba, Nebraska
March 16, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington D.C. 20515

Dear Sir:

As a Supporter of the North Loup Irrigation Project, I am writing to you urging your continued support for the Project.

As a farmer and irrigator, I feel that the Project will help conserve our reliable water and also save fuels that are now needed to pump underground water. If we run out of underground water to irrigate with, or the fuels are priced out of our reach, not only the crops but also the people will suffer. The Project will be a great help in preventing this.

As a Sportsman, I feel the Project will enhance our fish and wildlife, also for future generations of our people.

The Project needs all the help that it can get and I hope that the Appropriation funds are continued so that it can be built as soon as possible.

I Thank you for your support of the Project.

Sincerely yours
Roland Spilinek
Elba, Nebraska
Box 68
68835

F. Ton F. Oeltjen
RR
ST. Paul, NE 68873

1- March 1988

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, DC. 20515

Honorable Tom Bevill,

I wish to indicate my undoubted support for the North Loup Project. As an owner and operator of land that will benefit from said Project, I only wish we had this water now. I am very disgusted by minority groups that are causing delays of this Project. The benefits will be enormous, particulary in view of energy shortages and costs. I irrigate from the Farwell Irrg. Dist. And because of it I can show a profit on $2.60 corn. Without it I cannot show a profit. I urge your support for this Project

Sincerely yours,
Anton F. Oeltjen

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir.

First I would to say I have been a director on the Twin Loup Reclamation board from the very beginning.

This is a very good Project It will help save our underground water.

Elba Nebraska the town I live in had a good Well until a Farmer Put down an irrepton Well and Pumped the town Well dry

You can hear this from other towns and farm homes The shortage and Cost of fuel and Power is more than the Farmers can take care of.

I still own some irrigated farmland and try to help my Son & his family.

Sincerely yours

Richard Spilinek
Elba Nebr.
68835

Elba. NE
March 17th 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515.

Dear Sir

I support the North Loup Project it should be in construction and completed as soon as possible. It is of great importance to the people of this area and to the State of Neb. With the fuel supply shortage it is a very efficient way to irrigate.

Sincerely
Carl Sorenson

Elba, Neb
18 March 1980

Honorable Tom Bevill, Chairman
Public Work Subcommittee
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Sir,

I have been a former & supporter of the North Loup project all my life and would like to ask you for your help and support in this project.

Thank You Very Much

Robert J Rasmussen
Elba, Neb 68835

Dear Senator Johnston:

Dear Congressman Be l:

I am a land owner, potential water user and resident within The Twin Loups Irrigation District and strongly support the North Loup Division. On September 11, 1979, I, along with other land owners in the District, showed our continued support of the North Loup Division by approving the Water Service Contract between the Reclamation District and the Irrigation District by a 4 to 1 majority.

I urge the approval of othe FY 1981 appropriations for the North Loup Division so that construction of our project can continue.

Sincerely yours,

Mrs Charles Tuma

Charles W Tuma Elba Neb. 68835

C[illegible], Nebr.
Mar. 16, 1980

Honorable Tom Bevill, Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington D.C. 20515

Dear Sir:

I support the North Loup Irrigation Project
It is a good project, and should be completed as soon as possible.

The project would be of great importance to our area + the State of Nebraska.

These type of irrigation projects are very energy efficient.

Sincerely
. Ralph Lytle
(Mrs.) Joint filed

Comstock Ne
March 17 1980

Honorable Tom Bevill, Chairman
Public works Subcommittee
Committee on Appropiations
House of Representatives
Washington, D.C. 20515

Dear Sir:

We support the Twin Loups project 100%. Without this project we will encounter grave water shortages in the near future.

This project is the best thing that could happen to this Community.

Sincerely
Eugene Novotny
Marie Novotny

Ella Mae Master
March 16, 1988

Honorable Tom Bevill Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington D.C. 20515.

Dear Sir

I strongly support the North Loup Irrigation Project. It is a way to save our underground water and a more economical way of irrigating.

I believe it should be completed as soon as possible.

Sincerely
Ken Bennett

Honorable Tom Bevill Chairman
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Washington D.C. 20515

Dear Mr Bevill:

I wish to express my support of the North Loup Project and ask that the Bureau of Reclamation, without further delay, commence construction of this very important project. This project will not only help in conserving our depleting groundwater, but will help stabalize the economy for the entire state.

Respectfully yours,
Zigmond Palacz

March 17 1980.

Honorable
Tom Bevill

Dear Sir:
I am in the North Loup irrigation project and am very much in favor of the project.
It would help to recharge our under ground water level, which is droping ever year.

Yours Truly
James L Vlach

Cotesfield Nebr.
Mar 17. 1880

Honorable Tom Bevill.

I have lived on this farm
all my life 59 yrs old
Irrigate about 800 acres.
Have a Cousin I thought would
be 100 % against this project
He Irrigate about 800
after talking to his neighbor
He said Harland Wells looks
ahead for Progress
The Machinery is setting up at the
Dam & ready to go.

Sincerely
Lester Wells

Honorable Tom Bevill, Chm.
Public Works Subcommittee
Committee on Appropriations
House of Representatives
Wash. D. C. 20515

Dear Sir,

We are in need of the water for irrigation in this area & are in favor of using the money that has been approved for the North Loup Project.

Yours truly,
Mr & Mrs Chester Wells
Elba, Ne

Dear Senator Johnstor

Dear Congressman Bevill:

As a businessman and resident of Elba, Nebraska, which is within the Twin Loups Reclamation District, I support the North Loup Division. On June 5, 1979, we, the voters of the District, demonstrated our support of the North Loup Division by confirming the repayment contract between the Twin Loups Reclamation District and the United States by a vote of 935 to 515.

I urge the approval of the FY 1981 appropriations ($17,491,000.00) for the North Loup Division so that orderly construction can continue.

Very sincerely yours,

Mrs Charles Turne
Charles W Turner Elba Neb 68835

DICKEY-LINCOLN SCHOOL LAKES PROJECT, MAINE

WITNESSES

PHIL MERRILL, CHAIRMAN, CITIZENS FOR DICKEY-LINCOLN
DICK DAVIES, CHAIRMAN, ENERGY COMMITTEE, MAINE STATE LEGISLATURE

Mr. MYERS. The committee will now recognize Mr. Merrill, with the Citizens for Dickey-Lincoln, and Mr. Davies, a Maine State Representative.

We are pleased to have you with us today.

Mr. MERRILL. It is a pleasure to appear before this committee which has contributed so much to your water resources programs. I am the chairman of the Maine Citizens for Dickey-Lincoln. Our group represents a cross-section of Maine people; businessmen, professionals, bankers, leaders of labor unions and average citizens who want to see the St. John River used to produce electric power for the Northeast. We have one independent, nonalined member. This project has been under study for a long time. In the period of that time, it has received support from many Members of Congress and I might say that I talked to Senator Muskie this morning and he wanted to send his regards. He is busy with budget matters on the other side, but he wants the members of the committee to know he is fully supportive.

No issue is more on the mind of the American people than energy, and the attention given the subject by this Congress reflects that fact. And if energy is an issue here, you can imagine our intensity of concern in the Northeast corner of the country. Our cold climate and disparate population intensify our need for energy. And we are not a region rich in indigenous energy resources. The bulk of our electricity in the Northeast is produced with oil. Unfortunately most of that is imported. Most of our homes are heated with oil, and most of that is imported.

In my State, people have responded to the energy crunch by sharp cutbacks in oil use through conservation and the burning of wood. We are working now to put our low-head hydro dams back into use and as an attorney, I am involved in that effort.

These efforts are important and they will continue because they must and because Maine people are, by nature, conserving people who will do their share to help solve this national energy problem. But these efforts only mark a beginning of what must be done to free our region and our country from its frightening reliance on foreign oil.

ENERGY PRICES

As every Member of Congress knows, certainly, we pay a high price for every gallon of oil we burn. A price measured in consumer dollars, in trade deficits, in inflation, and in weakening our defense posture and our hopes for peace. Construction of the Dickey and Lincoln School Dams would replace the need for 2.6 million barrels of oil a year, over 110 million gallons. At the present cost of oil, at $35 a barrel, that savings would offset the cost of construction in 10 years.

Now, of course, there is a cost to the money as well—anyone trying to buy a home today knows how important this fact is. And this ques-

tion of the cost of interest is a favorite of the opponents of all water projects. I will not join in the debate today about what is the real cost of money on which these projects should be based; there are experts that work for you that know more of this than I do, but let me suggest in passing that the real cost of money, the real interest rate, is the difference between the interest rate paid and the inflation rate of oil. I think it is conservative to say that oil prices will increase over the next 20 years at a rate in excess of 4 percent ahead of the average inflation rate. If the percent increase of the oil Dickey-Lincoln replaces is subtracted from the actual interest rate paid by the Federal Government to build this project, the project will certainly have paid back the American taxpayers in a short time.

Beyond these direct economic benefits, there is the indirect benefit of reducing the demand for oil. The recent highly publicized energy study done by the Harvard Business School spent considerable time developing the case that every barrel of imported oil saved represented a savings of several dollars by reducing the tension on the supply-demand curve. These savings will be enjoyed by all Americans, in all regions.

Let me say the critics of Dickey-Lincoln attack the project as being too small and, at the same time, without so much as a nod to consistency, as being too big. Too small, they say, because it will generate only 1 percent of New England's energy needs. Let me say that even if this characterization were accurate, we should not eliminate this project from consideration. Big bang, single-stroke solutions to our energy problems do not exist. The solution will involve thousands of pieces to the puzzle. But in fact, this project will expand New England's grid capacity by 18 percent. The foes of the project miss the figure by 1,800 percent because they refuse to recognize the fact that Dickey-Lincoln would produce most of its kilowatts in the form of peaking power. The fact that we need more electricity during some periods of the day than others, or during certain periods of the year, is not going to go away because some wish it would. Our need for peaking power is increasing in Maine. Over half the homes being built are being built with electric heat because it is cheap to install and it is compatible with wood as a backup. Many of the new low-technology energy resources like solar, wind, and hydro are not reliable on a 24-hour, 365-day-a-year basis. The fact is, our new increasing reliance on these soft energy sources will greatly increase the fluctuation in the electricity demand curve. I do not say this to criticize these new sources; I have worked for their development in both my public and private professional life, but advocates of solar, small hydro and wind must face facts, and if they do, they will put a high premium on Dickey-Lincoln's ability to provide economic power on demand.

Dickey is attacked as too big because it would be a costly project, would produce a lake of 88,000 acres, and would involve construction of a large dam, 10,000 feet long, with a maximum height of 335 feet. Opponents hold that if smaller is beautiful, then the contra positive is true; not small is ugly. In fact, the glaciers brought by the ice age created hundreds of lakes in our State; none are considered ugly. My family owned a camp on such a lake in more populous southern Maine—Sebago Lake, a lake of about 85,000 acres. Thousands of

people visit that lake every year. No one, to my knowledge, ever suggested draining that lake as an esthetic improvement or to restore the area to forest production.

ST. JOHN RIVER RECREATION

The St. John River does offer good whitewater canoeing for a few weeks early every summer. And construction of the dam will end that. This is a real loss, but I suggest it is a tolerable one. Recent times have seen people enjoy this sport for 447 visitor-days a year. A total roughly comparable to the number of people on free pass at any given Red Sox game. When measured in comparison to the cost of oil replaced by the project, the cost would equal $1.6 million dollars per canoe day. We suggest that to be a high price for the American people to pay for retention of this project.

The area that would be flooded is not virgin forest. It has, in fact, been heavily harvested by Canadian companies; work that is done primarily with Canadian labor with very little benefit to Maine or this country.

It should be further noted that this project will prevent flooding downstream in Fort Kent; flooding which is now almost an annual occurrence.

In short, Dickey-Lincoln will bring environmental change, but compared to the real tough energy U.S. environmental decisions we face, this one is easy. It will produce no acid rain, no radioactive waste with a half-life of thousands of years, and does not expose us to the threat of war in order to assure its continued availability.

Dickey-Lincoln is not a new issue. These studies being funded here have gone on for some time. During that time, opposition from several so-called environmental organizations has been constant. One of their favorite themes has been that the people of Maine do not want the project, and that, I can tell you with certainty, is not the case. I have seen all the polls on the subject. Every one shows the majority of the people support the project. In fact, in the area where the actual construction and flooding would take place, the project is supported even more in those areas. I think the reason can be found in an understanding of the problems those people face. The smaller of the two dams would produce baseload power which would be available to people in Aroostook County, where the project is most strongly supported.

The Governor of the State supports the project, and defeated a candidate who opposed it in his 1978 campaign.

I have personally traveled throughout the St. John Valley and talked tothe people there. They want this project—they need the power it will produce. We have a situation in Maine where we are heavily reliant on potatoes which are sold as fresh produce. Compared to Idaho and the State of Washington, our production is low, the percentage is 50 percent. The primary reason we market our potatoes so much in the fresh form is the fact the electric costs are so high in Maine compared to other regions of the country, many of which enjoy the benefit of previously constructed Federal projects. Most of the water is sold; energy costs are high. As a result of that, most of our produce is fresh.

When we have a yield such as the present one in which there are more potatoes on the market than people who want to buy them, that means we pay a much higher price in Maine than other areas. Which have a higher vicissitude of the fresh produce market.

So if you look at the nature of the area the people in that area support it. I have a letter from the Governor, Governor Brennan, which I would like to enter into the record, in which he states his continued support for the Dickey-Lincoln project.

I might also say, my Congressman, Congressman Emery, who has been a foe of the project, suggested a study which was done some time ago which showed another way to produce electric power. That study has received some notice and probably has been sent to the staff of this committee. In that regard, I would like to offer into the record a letter to Senator Muskie from the Corps of Engineers along with their results of looking into the proposal offered by Congressman Emery.

Mr. BEVILL. That will be made a part of the record.

[The information follows:]

STATE OF MAINE,
OFFICE OF THE GOVERNOR,
Augusta, Maine, March 25, 1980.

Hon. J. BENNETT JOHNSTON,
Senate Appropriations Committee,
Chairman—Sub-Committee on Energy and Water Development.

DEAR MR. CHAIRMAN: This statement is being provided to inform you and the members of your subcommittee of my continued support for the Dickey-Lincoln hydroelectric project in Aroostook County, Maine, and for the preconstruction funds necessary to carry this project forward.

My support is based primarily on the energy cost and supply problems which I believe to be of urgent importance to the State of Maine and New England.

This project is one of the few opportunities available in New England to develop a native, renewable, significant energy source. Now Maine is a net energy-importer State, even though we are rich in natural resources that could be utilized in the production of energy in this State. One of our rare important natural resources is our hydroelectric power potential. As a hydroelectric project, Dickey-Lincoln energy would have the compelling characteristics of being a continuous, safe, clean, and virtually inflation proof source of electricity.

We in Maine are still dependent on oil to a degree perhaps greater than that of any other state. We have in Maine made significant strides in the area of energy conservation. Maine has been a leader in reducing its oil consumption. For example, it is estimated that there has been a 20 percent decrease in fuel oil consumption this winter compared to last. However, notwithstanding all the attention paid to conservation in the past few years, despite the 55-mile-an-hour speed limit, despite a dramatic increase in the use of wood for primary or supplemental home heating in Maine, we have to face the stark reality that this State and the region remain overly dependent on petroleum for their energy needs.

This project offers real promise for Maine and New England. It offers potential to decrease our over-reliance on petroleum. The plant at Dickey-Lincoln dam would generate 1.4 billion kilowatt-hours of electricity to meet projected peaking power needs. I remain impressed by figures which show that it would take 2.3 million barrels of oil to produce an equivalent amount of electrical energy. Dickey-Lincoln would provide 20 percent of New England's estimated peaking power needs in the 1990's. This represents a significant amount of renewable energy for the State and the region.

We, of course, recognized the obstacles to the development of this potential source of energy. There have been many proposals for projects to help lessen our energy problems. Each has been strongly opposed by large segments of our population, and Dickey-Lincoln is among them. Nevertheless, I agree with the logic of Senator Muskie, who has said that if we are truly serious about meeting our future energy needs, we cannot oppose everything—the Pittston Company's proposed refinery at Eastport, expanded reliance on nuclear power, greater use of

coal, Dickey-Lincoln and others. We must make choices based on a careful consideration of what serves both the immediate and long-range interests of the State of Maine and New England and the Nation. With the continued escalation of oil prices and the uncertain future of nuclear power, it has become even more imperative that we seek realistic alternative sources of power to meet the State's and region's energy needs.

In summary, I support the continued funding of the Dickey-Lincoln hydroelectric project. I can think of no better investment of federal energy and public works dollars than this, which would develop the renewable, indigenous power of the St. John River to further the energy independence of Maine, New England and the Nation.

Thank you for your courtesy and consideration.

Sincerely,

JOSEPH E. BRENNAN, *Governor.*

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02154

REPLY TO
ATTENTION OF:

NEDED-E

11 March 1980

Honorable Edmund S. Muskie
United States Senate
Washington, D.C. 20510

Dear Senator Muskie:

During our conversation at the time of your 18 January visit to Boston, to address the Northeast Public Power Association, you indicated an interest in our views of the hydropower studies performed by students from Worcester Polytechnic Institute last summer. This is an educational endeavor sponsored by Congressman Emery's office.

The students' report was forwarded to us as a courtesy in acknowledgment of the cooperation we were able to extend to the students. Although we were not requested to comment formally, we have made an informal review of the information presented and forwarded our observations to Professor Lutz, the faculty advisor.

A copy of my letter to Professor Lutz is inclosed for your information. Needless to say, we were favorably impressed with the work performed by the WPI students and appreciated the opportunity to assist them in this exercise.

Sincerely,

MAX B. SCHEIDER
Colonel, Corps of Engineers
Division Engineer

Incl
As stated

CF:
Honorable Edmund S. Muskie
United States Senator
112 Main Street
Waterville, ME 04901

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02154

REPLY TO
ATTENTION OF:
NEDPL-BC

29 February 1980

Dr. Francis C. Lutz, Director
Worcester Polytechnic Institute
Project Center
Worcester, MA 01609

Dear Dr. Lutz:

I appreciate that the students of Worcester Polytechnic Institute have provided my staff with a copy of their report entitled An Economic Feasibility Study of Hydroelectric Power Potential in Northern Aroostook County, Maine. The students, William C. Alexander, Scott D. Crossman, and Douglas R. Norton are to be commended for their efforts.

The data provided by the Corps on the power output of the twenty potential hydroelectric sites was apparently helpful in accomplishing their assignment. In addition, the students effectively used the Corps of Engineers Hydropower Cost Estimating Manual in estimating construction costs. I suggest that the students would find the rise in the value of energy, examined over recent years, exceeds the rate of inflation by approximately three to five percent rather than the ten percent used in their analysis. In addition, a capacity benefit for the total installed capacity (143.5 MW) of the six plants is not valid unless all capacity is dependable. Because only one of the six sites identified as feasible has significant storage, the total dependable capacity of the six plants would be on the order of one-half of the total installed capacity. If only one-half the capacity is dependable, northern Maine would need almost twice as much capacity to meet the current demand as identified in the report.

Any comparison of the six project sites to the Federally authorized Dickey-Lincoln School Lakes Project should be based on comparable levels of detail for environmental, social, regional and economic impacts. But after only a cursory review, the report concludes that: "The six smaller sites should be developed before the Dickey-Lincoln Project because of their smaller environmental impact on Maine." A discussion of the impoundment area, the number of

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JKDPL-BC
Dr. Francis C. Lutz, Director

families to be relocated and northern Maine's energy supply/demand characteristics do not suffice for a thorough environmental, social and economic impact analysis.

Upon re-examination, the students might find that their six sites, depending on local growth, could require the relocation of almost twice as many families as would the Dickey-Lincoln Project, primarily due to the Ft. Kent Dam (Mile 1.0 Fish River) and Littleton Dam (Meduxnekeag River). In addition to the St. John River, the six suggested sites would restrict the flow of three additional rivers and would produce one-third as much energy as the Dickey-Lincoln School Lakes Project.

The Corps has been investigating the six dams over the past several years. Our studies currently indicate the following:

. Development of the Lincoln School site is feasible and is already an integral part of an authorized project which is in final stages of preconstruction planning and environmental impact analysis.

. A preliminary analysis of the Masardis and Castle Hill projects on the Aroostook River indicates a positive potential. Further detailed studies are underway for power, flood control and conservation storage. Caribou Station, an existing power plant on the Aroostook River, will be considered for expansion of the existing powerhouse during these studies.

. Littleton Dam and Ft. Kent Dam have very unfavorable benefit-to-cost ratios, even when evaluated for relative price shift procedures.

. The students recommend: "The development of these, or any other, power sources in Maine should be pursued as soon as possible because of the pressing energy situation." This is certainly a national objective. The Corps will continue to identify and evaluate potential hydroelectric sites to meet the pressing energy needs of both Maine and New England under the direction and mandates provided by Congresss and the Administration.

NEDPL-BC
Dr. Francis C. Lutz, Director

29 February 1980

We appreciate the opportunity to have reviewed the students' handling of this challenging task of addressing a regional and controversial issue.

Sincerely,

MAX B. SCHEIDER
Colonel, Corps of Engineers
Division Engineer

CF: Honorable David F. Emery
House of Representatives
Washington, DC 20515

Mr. William C. Alexander
P.O. Box 1931
Mr. Scott D. Crossman
P.O. Box 2083
Mr. Douglas R. Norton
P.O. Box 353
Worcester Polytechnic Institute
Worcester, MA 01609

Mr. MERRILL. If I may sum it up, there is a gross overestimation of the amount of power that smaller dams would make available. Even to produce this amount, the dislocation of families would be great.

Finally, I think it is fair to say that to compare the availability of a baseload source such as the small run-of-the-river source, with the need for peaking energy is, in a sense, to compare apples and oranges. With all that in mind, I would like to introduce, if I could, Richard Davies. He serves in the Maine House and in his service there, he has served as chairman of the Energy and Natural Resources Committee of the House and now serves as chairman of the Public Utilities Committee of the House.

So, he is in a position to be close to all matters discussed here.

Mr. BEVILL. Thank you for a very fine statement.

Mr. Davies, we are pleased to have you with us. You may proceed.

STATEMENT OF RICHARD DAVIES

Mr. DAVIES. I am State Representative Richard Davies, from the city of Orono, the home of the elite campus of the University of Maine and would be characterized as perhaps the most environmentally conscious city in the State of Maine. Their utmost consideration is for the quality-of-life proposals which are important in their decision-making.

Mr. MYERS. We do, too.

Mr. DAVIES. I am a strong environmentalist and being elected primarily because of that record, come down here and I walk right into the teeth of what many environmental people in the State of Maine consider to be the worst project on the fact of the Earth. I divide with them on this issue. I think the Dickey-Lincoln is perhaps the most environmentally sound project. Realize a nuclear power plant, a coal-fired generating plant, or a hydroelectric plant at Dickey-Lincoln, when you consider the various problems each project brings with it when it is proposed and each does have the problem.

My consideration of these factors is one: Nuclear power has a number of problems which have been widely discussed dealing with radioactive waste. The Three Mile Island incident is an example.

Coal-fired plants have two problems: One is the high cost of shipping coal from wherever it is produced to the State of Maine. We are far away from any good coal producing areas. The energy that would be used to move that has to be deducted from the power needed to generate those plants. Secondly, what will we do with the waste products that come from that coal-fired generator? If we were to have a coal plant generating the same amount of electricity as the Dickey-Lincoln project we would be covering an area the size of a football field. We do not have any place to put this. We have no place to put this. We have no place to put it, so frankly, that creates another problem for us. When I look at Dickey-Lincoln I look at it as a nonpolluting source of energy, a domestic source of energy where we do not have to spend our money outside the country to dictators who hold our people hostage.

It is a project, when its effective life is over, it can be torn down and the area can be reestablished in much the same condition that it is in right now with very, very little effort.

Mr. BEVILL. Can you wrap it up in about 30 seconds?

Mr. DAVIES. It is an environmentally sound project. It offers an area of our State which is very seriously depressed, an opportunity for a reasonable stable cost for power from which they can begin generating jobs for our people. We want those people in the State because they are a major resource but without energy we cannot expect to hold them.

Mr. MYERS. Why do other so-called environmentalists disagree with you? We heard from Brent Blackwelder and it was No. 1 on his hit list. He tells us each year what a terrible project it is.

Mr. DAVIES. It is easy for environmentalists to be opposed. I was opposed, but then I began considering the real alternatives.

Mr. MYERS. Until you knew something about it?

Mr. DAVIES. That is oftentimes the case.

Mr. MERRILL. If I may comment. Environmentalists are in a position where they ought to start making some options. I think the desires to protect scenic wilderness have to be weighed against the other environmental issues which are life and death issues, these other environmentalists oppose. I might also say Representative Davies brought with him a letter signed by over 50 members of the Maine State Legislature and another letter from Senator Harold Silverman.

Mr. BEVILL. Both of them will be included in the record.

[The information follows:]

We, the undersigned members of the 109th Maine Legislature, wish to express our hope that the United States Congress will act favorably during the current session on the proposed Dickey-Lincoln hydroelectric project in northern Maine.

We favor the construction of this energy project for the following reasons:

1. The project would provide 45% of its output in the form of base and intermediate load power to be consumed within the State of Maine.

2. The project would provide 55% of its output in the form of peaking power to meet 17% of the region's peaking power needs.

3. The two main dams, at Dickey and at Lincoln School, would provide invaluable assistance to the citizens and businesses of the St. John Valley in controlling the annual spring run-off which frequently floods low-lying areas and does millions of dollars of damage.

4. The project, unlike other real alternatives available to Maine, provides clean,dependable energy at reasonable and inflation-proof prices.

5. The project would reduce our dependence on imported oil and uranium.

6. The project would allow and facilitate the development of additional sources; alternatives to current, conventional, non-renewable energy sources, many of which must be imported from outside the United States.

7. The project would provide reliable power to stabalize our increasingly unstable energy supply system which all too frequently suffers from plant shut-downs, oil embargoes and international political chaos.

We recognize that the State of Maine has a responsibility and an obligation to share the energy burden of the United States to the extent that our state is able. Our state has no proven oil reserves, no coal deposits and no sources of uranium. The only major energy project feasible in Maine is the hydroelectric project at Dickey-Linclon. All other possible projects currently being considered require either non-renewable or foreign sources of fuel, thus further increasing our dependence on other nations for our energy supply.

We ask for your assistance in placing funds in the Federal Budget for 1980-81 to begin the construction phase of the Dickey-Lincoln

hydroelectric project. Each year of delay raises the cost of the project and sets back the time when Maine, New England and the United States will begin to benefit from the power to be generated by the project.

Thank you for considering this important matter.

Yours truly,

1. Richard Davies - Orono
2. Robert A. MacEachern - Lincoln
3. Lorraine N. Chonko - Pepperell
4. [illegible] - Lebanon
5. Harold T. Silverman - Calais
6. [illegible] - Millinocket
7. Sen. Ronald R. O'Leary - Mexico
8. Sen. Rebecca M. Farley - Biddeford
9. Rep. Peter Manning - Saco
10. Sen. Ronald E. Usher - Westbrook
11. Rep. Dennis L. Cohen - Biddeford
12. Larry Pelkey - Lewiston
13. Rep. Gregory D. Nadeau - Lewiston
14. Rep. Emile Jacques - Lewiston
15. Rep. P. O. Smith - So. Portland
16. Shirley P. Berry - Boston
17. Harlan R. Baker - Portland
18. Roger Clark - Winslow
19. Elaine Gwadosky - Fairfield
20. Paul E. Violette - Van Buren
21. Gabriel E. Caouette - Augusta
22. Stephen Tuttle - Belmont
23. Harry S. Vose - Eastport
24. Lucien E. McKean - Limestone
25. Norman P. McMahony - Easton
26. Rep. Barry J. Hobbins - Saco
27. [illegible] - Sabattus
28. [illegible] - Brewer
29. Harold B. Cox - Brewer
30. [illegible] - So. Portland
31. Edward A. McHenry - Machiasport
32. Joseph P. Wood - Sprucedale
33. John McSweeney - O.O.B.
34. John L. Truett Jr.
35. Sen. Mike Carpenter - Houlton
36. Rep. Alfred C. Brodeur - Auburn
37. Rep. David H. Drenneman - Portland
38. Rep. Antoinette E. Martin - Bucksport
39. Luciena Dubremble
40. J. Robert Carrier
41. Charles P. Pray - W. Gardiner
42. Rep. Norman W. Nelson - Rogue Bluffs
43. James P. Ellis - Madison
44. Polly Reeves - Pittston
45. J. P. Manuel Lynch - Biddeford
46. Rep. Robert G. Hawes - South Portland
47. John C. Martin - Lake Arbor
48. Merle Nelson - Eastport
49. Donald [illegible] Hall
50. Elsie L. Beaulieu (Mariaville Hill)

STATEMENT OF SENATOR HAROLD SILVERMAN

Senator SILVERMAN. I was born and raised in rural Washington County in Northern Maine. It is one of the most beautiful spots on earth, and one of the most rugged.

Growing up in Maine is a wonderful experience. Maine people are unique, I believe. They must learn at an early age to use what resources are available. For many years Maine people have fished and farmed. They have heated their homes with wood, because wood is plentiful.

What we do not have in Maine is oil, or coal, or natural gas, or uranium. When oil was cheap, we imported it, just as other people in other areas have done. But Maine people are turning away from fossil fuels. They are returning to the woodlot, to the resources that are close by and available.

One resource that we have underdeveloped is our water resources. Maine has many streams and rivers that could be harnessed to produce electrical energy.

The Saint John, which would host the Dickey Lincoln project, is such a river. Each year the Saint John carries one trillion gallons of water to the sea. That water could produce 20 per cent of New England's peaking power needs during the 1990s if Dickey Lincoln is built. About 45 per cent of the power generated would stay in Maine, for the benefit of Maine people.

The cost would be high. But the benefits would be substantial.

Dickey Lincoln would be paid for in 50 years, but it would produce dependable, inflation proof power for 100 years. It would save 2.3 million barrels of oil per year. And at $30 per barrel, we would spend more on oil in just 12 years than we would spend to build Dickey Lincoln.

The people of northern Maine want Dickey Lincoln. I know that first hand. Two years ago I campaigned in nothern Maine for election to the Maine Senate. I ran as an Independent, against a Republican opponent and a Democratic opponent. I campaigned strongly for Dickey Lincoln at that time. And I was elected to the senate, the first independent member of that body since 1880.

As our energy picture looks darker, the future of Dickey Lincoln looks brighter. Maine will need dependable, inflation proof power in the decades to come. Dickey Lincoln can provide that power.

MISSOURI PROJECTS

WITNESSES

HON. HAROLD L. VOLKMER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI

MR. WARREN G. SEE, PRESIDENT, MARK TWAIN LAKE AND CANNON DAM AREA DEVELOPMENT ASSOCIATION

MR. EDWARD G. BEHRENS, VICE PRESIDENT, MARK TWAIN LAKE AND CANNON DAM AREA DEVELOPMENT ASSOCIATION

MR. JOHN C. BRISCOE, SECRETARY-TREASURER, MARK TWAIN LAKE AND CANNON DAM AREA DEVELOPMENT ASSOCIATION

Mr. BEVILL. We have our good friend and colleague, Congressman Harold Volkmer, with us today.

Mr. MYERS. While he is coming up, may I introduce a former Director of the Indiana Department of Natural Resources Commission, Donald E. Foltz. He was going to be here with the Wabash Valley Association, but his plane was detained.

Mr. FOLTZ. I was over in the Senate.

Mr. BEVILL. Good afternoon, Mr. Foltz.

You may submit all the statements that you have.

STATEMENT OF CONGRESSMAN VOLKMER OF MISSOURI

Mr. VOLKMER. I have a statement I would like to submit for the record.

[The statement follows:]

STATEMENT OF

THE HONORABLE HAROLD L. VOLKMER

NINTH DISTRICT, MISSOURI

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

HOUSE APPROPRIATIONS COMMITTEE

MARCH 26, 1980

Mr. Chairman, I am most grateful for this opportunity to testify before this distinguished Committee on behalf of the following public works projects in Missouri's Ninth Congressional District:

	BUDGET FY1981	CORPS CAPABILITY	PURPOSE OF FUNDING
CLARENCE CANNON DAM AND RESERVOIR	$14,600,000	$17,000,000	Continued Construction
	$1,306,000	$1,306,000	Operation and Maintenance
LONG BRANCH LAKE	$468,000	$468,000	Operation and Maintenance
ELSBERRY DRAINAGE DISTRICT (AG. AREA #8)	$916,000	$916,000	Complete Construction
LOCK AND DAM 26	$43,000,000	$44,100,000	Continued Construction
HANNIBAL, MISSOURI (FLOOD CONTROL)	0	$50,000	Resume Planning
COLDWATER CREEK	0	$200,000	Initiate Study

Details on individual projects follow this page.

CLARENCE CANNON DAM AND RESERVOIR

I am privileged to appear in support of the Clarence Cannon Dam and Reservoir project. The Budget request for this project is $14.6 million for continued construction in FY1981 and $1,306,000 for operation and maintenance. The Corps, however, has indicated a capability of $17 million for construction.

We have come a long way on the project since the Committee gave Cannon Dam its construction start in FY1966. Congress has appropriated over $200 million through FY1980 -- 82% of the total project cost now estimated at $244 million.

Rapid gains have been made this past year toward completion of the project. Virtually all of the concrete work on the main dam is complete and the Salt River was diverted through the structure last July. That leaves only the earthen portion of the dam to be completed by mid-1982 - the expected completion date of the entire project. Work on the dam proper will continue in the powerhouse through the next two years and conclude shortly before the final closure. Power on line is expected in 1982, providing the Mark Twain Lake has been filled. Work on the re-regulation dam, approximately 9½ miles downstream from the main dam, is 100% complete.

With the completion date of the project nearing, there is a great sense of anticipation in the Mark Twain region. Communities are preparing for the prosperity; preparing for the industries that will develop and assure employment; preparing for the people who will visit and decide to settle; preparing to meet the challenge and responsibility of growth.

I recognize the demands on the Committee during this time of fiscal restraint. Being a supporter of a balanced Federal budget, I will not request any additional amounts which are not within the budget constraints of the Committee. Through discussions with the Corps of Engineers concerning the additional capabilities, only the trilateration survey ($200,000) and the downstream protection ($600,000) appear important enough for consideration for the coming fiscal year.

LONG BRANCH LAKE

I would now like to turn the Committee's attention to the Long Branch Lake project in Macon County which is budgeted for $468,000 for operation and maintenance in FY1981.

In FY1972, this Committee gave Long Branch its initial boost when it saw fit to include $500,000 to begin construction. Today, the project is 95% complete, and we can attribute this success to a unique and valuable combination -- the efforts of concerned citizens, government resources and the benefits of modern technology.

Spiraling construction costs have greatly affected the cost of Long Branch Lake which was estimated at $5,280,000 in 1965 and now totals over $20 million. As a result of Section 221 of the Flood Control Act, the State of Missouri has been unable to contract with the Corps of Engineers for a cost sharing agreement on recreational development. Hopefully, this problem will be resolved soon and the project will be completed.

We would again welcome the Committee's approval of the total budgeted amount for operation and maintenance.

ELSBERRY DRAINAGE DISTRICT (AGRICULTURAL AREA #8)

In FY1979, the District was reimbursed approximately $331,000 from funds made available in the final appropriations bill. These funds were used to reimburse local interests for replacement of an existing steam-driven pump of the same size; and to initiate rehabilitation of the pump station.

In FY1980, $675,000 was included in the budget to enable the District to complete rehabilitation of the pump station and initiate construction of the gravity drains.

The FY1981 budget request for this project is $916,000. These funds will enable the District to complete all construction work by June, 1981. I respectfully request the Committee's approval of the full budgeted amount so that this project can be completed.

LOCK AND DAM 26

As a representative whose District is bordered by 102 miles of the Mississippi River, it gives me great pleasure to appear today on behalf of Lock and Dam 26. The FY1981 budget request for this project is $43 million for construction. The Corps, however, has indicated a capability of $44.1 million.

The importance of Lock and Dam 26 to the economic well-being of Northeast Missouri as well as the entire nation is well known to this Committee. We are grateful for the support of Congress in authorizing this project in 1978 and for the Committee's support of funding in FY1980.

In FY1980, the project was funded in the amount of $20 million to initiate construction and continue engineering and design. Two construction contracts, the Illinois bank grading and first stage cofferdam, were initiated in 1979. The total estimated project cost is $530 million and the project is expected to take ten years to complete, with the lock operable after 8 years.

Because of the budget constraints on the Committee, I am not requesting the additional capability indicated by the Corps. Instead, I will leave that to the discretion of the Committee.

CITY OF HANNIBAL: FLOOD CONTROL PROJECT

I would now like to turn the Committee's attention to a local flood control protection project in my home town, the City of Hannibal.

A plan to protect the flood plain areas of the City of Hannibal from the Mississippi River floods was authorized by Congress in the Flood Control Act of 1962. The plan of improvement consisted of a system of levees and floodwalls along the city's riverfront. Tainter gates for passing the flows of Bear Creek through the line of protection, a pumping plant, closure structures for railroads and streets, and alteration of existing sewerage systems were included in the project. Advance planning for this project began in November, 1962; however, it was discontinued because of a lack of local support. The project was subsequently classified "inactive" in February, 1973.

Throughout 1978 and 1979, local officials and citizens have expressed to me, as well as to the Corps of Engineers, renewed interest in the project. In November, 1979, Mayor Lillian Herman contacted the Corps stating the City was willing and able to act as local sponsor for the project and requested that the project be reclassified to an "active" status. The request for reclassification was approved by the office of the Chief of Engineers in January, 1980.

The Corps has expressed a capability for funding to begin reformulation studies in FY1981 of $50,000. Because reclassification of the project did not occur until January, funds for this project were not included in the President's budget request. I believe, however, that the past flood damage to this city and the future threats of flooding warrant the inclusion of $50,000 to resume planning for this project. Any consideration the Committee can give to this request will be greatly appreciated.

COLDWATER CREEK

Coldwater Creek, which is located in North St. Louis County, runs through two congressional Districts, the second and the ninth. The second District is represented by our colleague, the Honorable Robert A. Young.

The Coldwater Creek watershed was studied as part of the overall St. Louis Metropolitan Area, Missouri and Illinois, Study (Metro Study) along with over 170 other watersheds in the metropolitan area. The Metro Study identified nine potential study areas that should be investigated in detail as funds are made available. Coldwater Creek was identified as the top priority among these study areas.

Funds were not included in the President's budget but the Corps has indicated a capability of $200,000 to begin this study. Over the past two years, I have toured this area and have met with constituents and the Corps to discuss this project. The serious erosion problems have caused considerable damage to area homes with reports that the bank is crumbling and trees are sliding into the creek. During heavy rains or snows, more land erodes and the water rises so quickly, the danger to people has become great.

If, within the Committee's budget limits, funds can be made available for this study, we would be grateful for your support.

Thank you, Mr. Chairman and Members of the Committee, for allowing me time today to speak on behalf of these projects. We are proud of the progress we have made and hope you share our sense of accomplishment. Without your responsiveness to our needs in Northeast Missouri over the years, we could not have come this far. I am confident, that with your continued support, we will realize our goals and ensure a viable future for our citizens.

Mr. VOLKMER. I do appreciate the opportunity to be here with you again this year. You have been very good to us in the past. I would like to introduce Mr. Warren See, President of the Mark Twain Lake and Cannon Dam Area Development Association. On my immediate right, Mr. Ed Behrens, vice-president. On the far right, Jack Briscoe, Secretary-Treasurer.

I have several projects that my statement alludes to. I would like to comment on areas in which there is a capability that exceeds the actual budget. I recognize the budget restraints that we have at the present time, therefore on the Clarence Cannon Dam and Reservoir there are only 2 areas on which I feel if there are funds available over and above the budget amount that those two would probably take priority over the other ones—recreation and things like that. Knowing the budget restraints, we can do that in another year.

The only other project, the Coldwater Creek is not in the budget. If it is possible to have the money, it would be fine to have it. If it is not, that can wait also. It is not something which is life and death, or on-going. It is a project that will need attention in the future as it will initiate flood control.

For Hannibal, a flood control study in my home town, there is a request for $50,000, and there is nothing in the budget. I point out to you that I have contacted the Corps of Engineers in the St. Louis district—by the way, Hannibal is in the Rock Island district, right below that starts the St. Louis district.

The Elsberry Drainage District has $914,000 authorized by the budget, the Corps capability is $914,000. I have contacted both the Corps in St. Louis and the Elsberry Drainage District, and they are agreeable to reducing that $50,000 and to increase and provide $50,000 for the study for flood control for Hannibal.

That is the primary thing I would like. I am not asking for any increase in funds there, just for a transfer, more or less, of the funds. The Corps and Elsberry both tell me they don't like it that much but they recognize the problem we have in Hannibal and instead of asking for anything additional, which we are not going to do; we are saying we will keep the same amount.

Mr. See.

STATEMENT OF WARREN SEE

Mr. SEE. Again we appreciate the privilege of appearing before you as we have in the past some 16 years in this Clarence Cannon project. As you are probably well aware, it is supposedly to be completed in 1981. Our funds have been appropriated along, for which we are greatly indebted to you and greatly appreciate it. We have a statement which I would appreciate having filed for the record.

Mr. BEVILL. It will be made a part of the record.

[The statement follows:]

WARREN G. SEE, PRES.
PHONE 314 RE 5-2245
MONROE CITY, MO.

EDW. G. BEHRENS
VICE-PRES.

JOHN C. BRISCOE, SEC.-TREAS.
PHONE 314 YU 5-5671
NEW LONDON, MO.
314 AC 1-9042, HANNIBAL, MO.

MARK TWAIN LAKE and CANNON DAM AREA DEVELOPMENT ASSOCIATION

(FORMERLY JOANNA DAM ASSOCIATION)

MISSOURI
PARIS
HANNIBAL
HUNNEWELL
PALMYRA
LADDONIA
HOLLIDAY
MEXICO
PERRY
CENTER
VANDALIA
NEW LONDON
SHELBINA
BOWLING GREEN
CENTRALIA
MONROE CITY
LOUISIANA
CLARKSVILLE
MOBERLY
FRANKFORD
MADISON
ILLINOIS
QUINCY

March 26, 1980

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
Room 2362-Rayburn House Office Building
Washington, D.C. 20515

Dear Representative Bevill:

The Mark Twain Lake and Cannon Dam Area Development Association, a large citizens group which exists for the purpose of representing the interests and concerns of people in Northeast Missouri, West-central Illinois, and Southeast Iowa, is honored and privileged to submit this testimony to your committee relative to the Clarence Cannon Dam and Reservoir now under construction on Salt River in Monroe and Ralls Counties, Missouri.

We earnestly request your consideration and approval of adequate funds to insure a steady and continuous construction rate for this most important and vital project for our area. Full capabilities of the Corps of Engineers are $17 million for construction and $1.306 million for operation and maintenance. The Presidential Budget carries $14.6 million for construction and $1.306 million for operation and maintenance.

We urge your consideration in funding of these full capabilities for the following reasons:

1. Construction costs continue to increase; therefore, sufficient funds for construction would insure completion on schedule and afford major savings due to ever rising costs.

2. Hydro-electric power is needed to meet the demands within the area and would assist in curtailing ever rising utility costs by providing an economical source of power.

OFFSET
CAMERA COPY

WITHOUT WATER WE CANNOT GROW

3. Good clean water reserves are needed to provide the area with a high quality fresh water supply.

4. Additional recreational facilities are needed in the Mark Twain Region for the development of tourism and also to attract industries and businesses to provide much needed employment opportunities.

Inflation during the past years has caused a rapid increase in construction costs and it is now anticipated the total cost for this project will be $244,000,000. Sufficient funding would aid vitally in insuring completion at the earliest possible date and would afford major savings in construction. The sooner this project is operational, the sooner monitary benefits can begin to accrue for citizens within the Northeast Missouri, West-central Illinois, and Southeast Iowa areas.

Each year we are more aware of the reality of a definite need for additional hydro-electric power. This project will generate 62,000 K.V.A. power which will assist in alleviating power shortages which are being experienced during stress periods and also provide an economical source of power.

More and more families and communities within our area have experienced water shortage problems. The reservoir has a reserve of 20,000 acre feet which will help provide a high quality fresh water supply for both urban and rural areas.

The reservoir will provide much needed recreational facilities for the development of tourism in the Mark Twain Region. These recreational facilities should also be attractive to industries and businesses wishing to locate within the area. With new businesses and industries and the additional tourism expected, many more jobs should exist thus helping to alleviate the unemployment within our area.

An early completion date is, we believe, of utmost importance in light of both local and national needs. We therefore urge you to continue your excellent support of this project as you have in the past so that it may be

completed without additional inflationary costs and at a time when its benefits will be of inestimable value.

We are most grateful for your past support and for giving us the opportunity to appear before you today.

Respectfully submitted,

MARK TWAIN LAKE AND CANNON DAM
AREA DEVELOPMENT ASSOCIATION

Warren G. See, President

WGS:jej

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March 15, 1980

The Honorable Harold L. Volkmer
House of Representatives
Washington, D. C. 20515

Attn: Energy and Water Development Committee

RE: Urban Waterfront Revitalization Program, Hannibal, Missouri

Dear Mr. Volkmer:

We have been advised that this congressional committee will be considering a request from the Rock Island Corps of Engineers for funds in the amount of $50,000 to conduct a re-evalution study of their previous report on flood control for the City of Hannibal. The original study of this critical problem was first authorized by the Flood Control Act of 1962, Public Law 87-874, 87th Congress, approved October 23, 1962 in accordance with the provisions of House Document No. 564.

At the completion of the original study, the city came to the conclusion that it could not provide funds necessary to operate the control equipment on a continuing basis. Since that date, several devastating floods have occurred, the most catastrophic being in 1973 at which time President Richard M. Nixon declared this a DISASTER AREA. The dire need for flood protection has been recognized by our mayor, The Honorable Lillian M. Herman, who has established a priority to provide protection for our waterfront area. This area includes the downtown business district and the Mark Twain Historical District which is listed on the National Register of Historic Places. And, within the district is located the Mark Twain Boyhood Home, a National Landmark. Also included is the Moses Bates Historic District, in nomination for the National Register.

Mayor Herman appointed the Hannibal National Park Committee in June, 1978, with flood control as one of its primary objectives. More recently, with the able assistance of the Heritage Conservation and Recreation Service, the Hannibal Urban Waterfront Action Group was established to deal squarely with the issue of flood protection; the latter group consists of concerned members of the Park Committee and Hannibal Central Business Development, Inc.

These civic minded individuals are prepared to dedicate their time and energy to bring about a successful conclusion to this vital issue, and urge the committee's approval of the request for funds necessary to permit the Corps to further analyze the problem and bring about a viable solution.

Respectfully submitted,

Chas. L. Clayton

Chas. L. Clayton, Chairman
Urban Waterfront Action Group

CLC:C

Mr. See. Thank you. We are requesting this year, as our Congressman has represented to you, some $14.6 million for construction funds and if the full capabilities of the Corps of Engineers are obtainable up to $17 million. There is $1.036 million for maintenance and operation of the project that is currently needed for the operation of it. Outside of that, our project is progressing well and we certainly appreciate any consideration you can give to us in these times for the completion of this at the earliest possible date.

We are near the end of it. We feel it should be completed in a very short time. I think Mr. Behrens, our Vice President here, would like to make a statement.

STATEMENT OF EDWARD BEHRENS

Mr. Behrens. Yes, sir. Mr. Chairman, Mr. Myers and Congressman Volkmer, every individual wears several hats. The hat I have on today is lobbyist for our Clarence Cannon Dam named for the former chairman of this committee, the wonderful individual that we had the privilege of knowing for years. My other hat is that of a hardback, as a rural banker. I am in the front lines of fighting the battle of inflation.

Mr. Myers. I knew there was something about you, the way you sauntered up there, I could just tell.

Mr. Behrens. I had that bad look.

Mr. Myers. No, that good look—painful look these days.

Mr. Behrens. Painful, that is why I say I am crying.

Mr. Myers. Both sides, aren't you?

Mr. Behrens. Yes, with the horrendous inflation and interest rates, do whatever is necessary to balance the budget.

Mr. Bevill. Do you carry a computer in your pocket?

Mr. Behrens. Yes, I do. But I realize and have compassion for your committee's problems and Congress' problems, but please balance the budget.

Mr. Myers. They make fun of me. Some of us would have done it several years ago. We wouldn't be in this predicament here today. We would be well on the road to progress.

Mr. Volkmer. Do you have any questions?

Mr. Bevill. No questions.

Mr. Volkmer. Jack, do you have anything?

Mr. Briscoe. No, thank you very much.

Mr. Myers. He has talked to us before.

Mr. Bevill. We will work with you, Congressman Volkmer.

Mr. Volkmer. Thank you.

CENTRAL UTAH PROJECT

WITNESS

FRED REIMHERR, UTAH COUNCIL CHAIRMAN, TROUT UNLIMITED

Mr. Bevill. Dr. Fred Reimherr from Utah is our next witness.

Dr. Reimherr. Speaking as Utah Council Chairman of Trout Unlimited, I would like to thank you for this opportunity to talk with you regarding the Central Utah Water Project.

It is difficult for someone who has not lived in the west to understand western water projects. For the use of water determines the quality of life in western communities and whether or not those communities even exist.

Wallace Stegner, in his book *Beyond the Hundredth Meridian*, discussed Major Powell's ideas regarding western development. In the third chapter titled, "Blueprint for a dryland democracy", he noted, "Water is the true wealth in a dry land; without it, land is worthless or nearly so. And if you control the water, you control the land that depends on it. In that fact alone was the ominous threat of land and water monopolies." Stegner goes on to outline Powell's ideas on the need for small scale democratic ownership of water.

Many local Utah leaders have appeared before you, making extraordinary claims regarding the soundness of the Central Utah Project. These have been grand but hollow claims for as presently constituted the CUP except for its smaller irrigation units contributes very little to our productive use of water. Utah's leaders have claimed that this project is needed for energy development. As presently planned the CUP has nothing to do with energy development. The project will be built at tremendous economic and environmental costs. The major result of the project is the creation of a powerful federally sponsored artificial agency controling water in a huge multicounty area. Thus, it is a misconception to consider the CUP a water development project, it is more correctly a power development project, transferring and insuring water ownership, but doing little to aid water development.

The most disturbing elements of the Central Utah Project are the following:

(1) The Central Utah Project promotes poor water use in the state's highly populated Wasatch Front Region.

(2) The Project's federal subsidy and political might blocks the development of locally sponsored smaller more efficient projects.

(3) Thus far the Central Utah Project's major construction endeavor is the transfer of water into one of the few areas of the state which has a water surplus.

I would like to deal with these points individually.

Point Number One—Poor Water Use in the Wasatch Front Area Utah faces her most serious water problems along the rapidly growing Wasatch Front Region. Water problems in the area include water quality deterioration, flood control, the preservation of Utah's best farmlands, recreational water use, coordinating the use of multiple water sources, protection of ground water resources, and the political diversification of Utah's water control agencies. However, the CUP, purported to be the master agency in dealing with Wasatch Front water has not even shown the ability to deal with water supply problems, let alone any of these other concerns.

The Salt Lake Valley has an annual ground water recharge of 367,000 acre feet of water. Approximately 125,000 AF are being used. The remaining 242,000 AF are lost each year via spills into the Great Salt Lake or dissipation into the atmosphere by economically useless phreatophtys. Little Dell Dam, a proposed U.S. Army Corps of Engineers project several miles east of the Salt Lake City limits would produce 11,000 AF of water each year, as well as flood control and

recreational benefits with little environmental costs. This project has been ignored because of the CUP. Around 40,000 AF of high quality Wasatch Front stream water is still being diverted for irrigation use in the midst of Salt Lake City. It is doubtful that this water is being actually used for irrigation. It is probably being diverted through irrigation company canals merely to maintain ownership. Of the 56,000 AF of water owned by Salt Lake City in the Bureau of Reclamation's 1950 Deer Creek Project, only 20,000 to 30,000 AF are being used each year.

Until recent years the 100,000 acre "Utah Lake" has been the major storage reservoir supplying the demands of Salt Lake County for irrigation water. 150,000 up to perhaps 200,000 AF of Utah Lake water formerly used on farms in Salt Lake County is now being diverted down the Jordan River and through irrigation canals and is dumped unused into the Great Salt Lake again to maintain water ownership. Finally, the annual 100,000 AF outflow from Salt Lake County's nine water treatment plants is suitable for a variety of industrial and irrigation uses but is presently not being used.

Thus, at the present time the Salt Lake Valley is wasting 573,000 AF of water a year. No plan exists to put this water to use. Instead it is considered more important to add the CUP's 70,000 AF to Salt Lake's water supplies. Politically, it is important to plan the use of this 570,000 AF now, because the use of this water must be integrated with growth in the Salt Lake Valley or else it might be impossible to use. The implication for future "Central Utah Projects" is obvious.

Point Number Two—Federal Subsidy and CUP Political Might Blocking Other Water Development Projects. After reviewing Salt Lake's water supply situation, it is natural to ask why hasn't this water been utilized? Two answers stand out. First, effective utilization of this water would curtail need for part of the Central Utah Project. Second, many of these alternative water developments would be built without federal subsidies, and are not glamorous capital intensive ventures.

The Uintah Unit of the CUP will cost 127 million dollars. Utah residents will pay back only 12 percent of the cost much of it with no interest. The Upalco Unit will cost 64 million dollars with a 14 percent payback. The Central Utah Project's Bonneville Unit will cost one billion 225 million dollars. Of this amount approximately a third will be paid back by local citizens and only a smaller portion will be repaid with even a small interest charge. Obviously, paying back 1970 costs with 1990 dollars with little interest and only 30 cents on the dollar can make almost any project seem attractive.

Many alternative projects have been lost to this type of economic competition but some have survived only to fall in front of CUP political power.

The Salt Lake County Dual Water System proposed last year in congressional testimony by Mr. Gerald Kinghorn, Director of the Salt Lake County Division of Water Quality, seems destined to meet such a fate. Further studies during this past year have showed that such a system would be economically viable if not superior to the CUP. Environmentally, this plan is extremely attractive. It diminishes the need for transbasin diversion water and allows that water to be used else-

where in the state. It allows water to flow through a greater length of the Provo-Jordan River System prior to leaving the system for consumptive use. While in the river system it improves water quality and instream flow values. Finally, the development of such a system would lay the ground work for the productive use of a large portion of the 570,000 AF of water now being wasted in Salt Lake County. The development of the Dual Water System also demands that the CUP's Bonneville Unit be halted and replanned.

As I noted earlier the development of the Army Corps of Engineer's Little Dell Project has been blocked.

In 1970 the City of Provo requested that they be allowed to purchase storage space in the CUP's proposed Jordanelle Reservoir without purchasing CUP water. Ellis Armstrong, then Commissioner of the U.S. Bureau of Reclamation blocked this request. In a letter dated March 12, 1970, to Senator Wallace F. Bennett he stated, "if space were sold in Jordanelle to the Provo Metropolitan Water Board, then Metropolitan District of Salt Lake, Salt Lake County, Community of Orem, and others would unquestionably seek the same right." Commissioner Armstrong failed to mention that if Provo's request had been accepted the costs of the CUP would have been decreased and it would have allowed for the increased use of water already in Utah's Bonneville Basin. Such a plan could still be instituted today but it would demaind replanning the Bonneville Unit.

Next, Salt Lake needs coordinated water supply planning and use, and in particular needs a ground water management plan. Without such planning Salt Lake's present excess supply of 570,000 AF and her 60 million AF ground water reservoir will not be adequately used and might be endangered. Either event would be a catastrophe for Salt Lake and the State of Utah.

Point Number Three—The Central Utah Project's Major Achievement or Bringing Coal to New Castle. At this point the CUP has spent in excess of 200 million dollars. Most of this money has gone into the Strawberry Collection System which will drain almost the total flow of 10 Uintah Mountain streams across the Wasatch Mountains and into Utah Lake. After entering Utah Lake the water will pass into the ownership of a group of Salt Lake canal companies which will then divert the water unused into the Great Salt Lake.

This situation has resulted because the CUP and the then U.S. Bureau of Reclamation in the early 1970's felt it was more important to build CUP than to throughly consider what they were building. In fact, they built the wrong part of the Central Utah Project.

I would like to propose that now is the time to temporily halt construction of the Central Utah Project and redesign the project. During the summer of 1979 the Denver Office of the Environmental Protection Agency with support of a number of Utah groups decided that this was the best course of action. They were not interested in killing the project, but they were interested in carefully evaluating Utah's water problems in cooperation with other federal and state agencies and producing a better Central Utah Project. Such a plan promised to benefit the State of Utah greatly.

This suggestion was rejected by the local office of the then Bureau of Reclamation and by the Central Utah Water Conservancy District.

The Denver Office of the EPA then prepared to refer the Central Utah Project to the Council on Environmental Quality. Unfortunately, in the late fall of 1979 their protests were dropped. At this time discussion was beginning regarding placing the MX missile in Utah. However, as I have indicated today there are still abundant reasons to question continued construction funding for the Central Utah Project. The resolution of these problems would produce a better project at lower economic and environmental cost.

Mr. BEVILL. Thank you very much for your contribution.

ANIMAS-LaPLATA PROJECT, COLORADO

WITNESSES

LEW MATIS, TAXPAYERS FOR THE ANIMAS-LaPLATA REFERENDUM
JEANNE ENGLERT, NATIVE OF COLORADO AND PRESIDENT OF DURANGO
JEAN McCOLLOUGH

Mr. BEVILL. Next we have Mr. Lew Mattis, Ms. Jeanne Englert, and Ms. Jean McCollough. We are pleased to have you here. Did you have prepared statements you want to submit for the record?

Mr. MATTIS. The problem is we submitted all of those to the Senate committee, so we do not have written statements at this time. We will submit those later.

Mr. BEVILL. You have until April 2nd. We will put them in the record. You may proceed as you wish.

STATEMENT OF LEW MATIS

Mr. MATIS. I will speak first and then both of these ladies would like to have some time. My name is Lew Matis. I represent the Taxpayers for the Animas-LaPlata Referendum, which is the local drainage project, comprised of the city and county residents. We are within the proposed boundary which will be the local taxing, governing body that will enter into a contract with the Federal Government concerning the Animas-LaPlata Project.

The project is a $500 million multipurpose water project in southwestern Colorado. As proposed, the design is too complex, and as we said, it consumes too much energy, and the capital investment is far too great for the benefits that will occur. For the past 10 years, a large delegation of proponents of this project have journeyed to Washington every spring to testify before this subcommittee and the corresponding Senate subcommittee, espousing the benefits of this project.

I do wish to point out to you gentlemen that their opinions do not represent the majority of the citizens. The nature of this project has never allowed a real expression of the opinions of the citizenry of southwest Colorado. We hope to bring that about, the organization of which I am chairman, through an election on the Water Conservancy District. That process was initiated last year through petitions. The District Court in LaPlata County must rule on those petitions.

The final hearing was scheduled last September. That hearing has been postponed five times in the last seven months. There is no water conservancy district as yet. The question of whether or not an election will be held on the water conservancy district is tied up in the courts. Until that question is resolved, there can be no water conservancy district. Without that district there can be no repayment contract.

The proponents are asking for $2.8 million for construction funds. Construction cannot start without those two items, we feel. The process to arrive at that point is a year, two, possibly three years away. It is a complex process.

ENERGY CONSUMPTION

Furthermore, there are great weaknesses with the project, a few of which I would like to address, the major one being the high energy consumption of the project. It attempts to raise water from a lower elevation to a higher elevation, a large quantity of water. It will consume enough electricity in one year to run a city of 63,000 people 2½ times the present population of LaPlata County. The capital investment in the operating and maintenance costs of this project will be prohibitive to the farmers that will benefit. The farmers of that area say they want the project. Yet farmers of the Florida project, which was finished in 1964 and is approximately 20 miles east of the proposed Animas-LaPlata Project, are finding their water is becoming too expensive. Their operation and maintenance costs of gravity-flow ditches is becoming—has quadrupled in cost and now they are paying about $4.50 an acre-foot for the water. The proposed cost to the farmers of the Animas-LaPlata Project is $16 an acre-foot. If the farmers on the Freedom Mesa are not able to function with $4.50 acre-foot water, we ask how can this project possibly—how can the farmers possibly make any money at $16 an acre-foot?

Also the area to be irrigated is the very high elevation, 7,000 feet, some of the land lies that high. Most of it lies between six and seven thousand feet. It has a very short growing season, 90 to 100 days. The number of crops that can be raised on that are limited.

AGRICULTURE

The proponents claim there will be a large diversification of agriculture. That diversification will not occur. There are not—there are only a small number of crops, hay, small grains, a cattle-feeding operation, livestock feeding operation might be viable, but that would be all. That lacks transportation into the region. The only transportation into the region is truck. Therefore, what we are asking is that you not fund any monies for the Animas-LaPlata Project. The planning money that has gone into the project totals over $3.8 million. Until the definite plans report has been issued this spring and the final environmental impact statement, we feel that Congress has done all they can; that is, it is up to the local citizens through an election either on the formation of the water conservancy district or in an election on the repayment contract that the local citizens decide if they want the project.

There is a large number of people who are opposed to the project, the majority of the people in the region are confused by it, and do

not understand it. The reason for that is because the information has not been available. Until the definite plan report is out and the final environmental impact statement are out we do not have the data. It has been the Bureau of Reclamation's information and we have sought that.

Next, Ms. McCulloch.

STATEMENT OF JEAN MCCULLOCH

Ms. MCCULLOCH. I would like to talk about the city involvement in this project. We feel that the city's involvement is not really necessary; alternatives for the city have not been studied. There are no engineering alternative studies. The city reservoir is losing 1.7 million gallons of water a day. We feel that perhaps this could be fixed. They did install water meters, but as yet we have not been charged according to those meters. We would like to see some water conservation measures. The obvious alternative for this project for the city is the Florida Water Project, and the President of that water conservancy district has said that there is water to sell, the farmers are no longer farming out there because of the costs, so we feel that is a better alternative for the city of Durango. The farmers who are going to benefit by this water project have been fighting planning in the county and they have been successful in doing away with agricultural zoning. So we must question their motives.

Thank you.

[The statement follows:]

TESTIMONY OF MRS. JEAN MCCULLOCH, DURANGO, COLORADO

Mr. Chairman and members of the Committee I would like to thank you for giving me an opportunity to present my prepared testimony for the record.

In view of local opposition to the Animas-La Plata project, economic and environmental concerns, my organization, Taxpayers for the Animas-La Plata Referendum, respectfully recommend the Animas-La Plata project receive zero funding for FY 1981.

The project is energy consumptive. Water will be pumped uphill six hundred feet to a reservoir and pumped another three hundred feet uphill for irrigation. The land to be irrigated is at an elevation of seven thousand feet and has a growing season of ninety to one hundred days. Obviously, the family farm is in need of more than water.

It is fiscal folly to fund a project that serves so few. Agricultural beneficiaries number between eighty and one hundred thirty. Court house records show approximately eighty while the phone book lists about one hundred thirty families in the project area. The beneficiaries of project water have been successful in eliminating agricultural zoning in the county and have initiated two suits against the county over land use planning. It is clear the crops to be grown will be houses. They have already started this process and the only limit to development potential is water. Quality growth is desirable but it should not be at the taxpayers expense.

Irrigators above the point of diversion may lose water rights which are junior to the rights of the project. Taking from Peter to pay Paul should not be the object of this project.

The cost of irrigating one acre of land at the farm turn out is $3,928! Eighty-four percent of the cost of the irrigation allocation is paid by the CRSP fund. This is a tremendous subsidy to farmers. It is clear from an economic point of view the project is totally unjustified from a national accounting stance. Subsidizing farmers in one area of the country for taking two and a half million acres out of production while building water projects for farmers in the west at great subsidy, is not fiscally sound at a time when federal spending needs to be cut.

Participation by the city of Durango in this project is questionable. The city is to receive storage, yet ninety percent of the city allocation never reaches the reservoir. It is pumped uphill six hundred feet into the treatment plant. Durango has sufficient water of excellent quality for a population of 40,000, while the actual population is only 11,500. The city serves three water districts. These three combined use only 8.5% of their allocations. The best alternative for storage and more water is the existing Florida Water Project from which Durango receives its supply. The Florida project is federally funded. Farming in the area served is declining and there is water to sell. Participation by the city in the Animas-La Plata project would also mean exchanging pure water for water of poor quality which requires third-stage treatment to remove heavy metals. Furthermore, a uranium mill tailings pile sits on the bank of the river approximately one quarter of a mile above the intake pumps for the project. This has washed into the river and no one knows the danger this may cause in drinking water.

Consumption of water is expected to be cut in half this summer when residents of Durango pay for the water used rather than a flat rate. Meters are now being installed. An additional 1,700,000 gallons of water a day could be saved if the city would fix the leak in the terminal reservoir. Conservation make good sense.

Five percent ($17,688,000) of the project is attributable to recreation. Presently, this is one of the most attractive recreation areas in the state. We do not need another artificial lake since there are five, three federal water projects, within a fifty mile radius. These areas are underused as it is. Drying up one of the last free-flowing rivers in the west would be a tragedy. The WPRS studies indicate that it can not economically maintain the recommended stream flows of 250 cfs in the summer and 161 cfs in the winter.

The project would increase the salinity of the Colorado river 17.9 mg/l at Imperial Dam, California. This would cost downstream users $4,117,000 annually in decreased productivity and increased agricultural costs. Salinity of the river causes more federal spending for desalinization plans whose effectiveness is unknown. These costs should be included in the cost benefit ratio.

There is substantial proof that the waters of the Colorado have been overallocated, even without the CAP. It seems logical to stop water projects for which there is no water.

Indian water rights is another issue in this project. All Indian tribes are claiming rights to all the water. This needs to be settled before new water projects are funded.

I feel that it is the responsibility of this Committee to recommend to the full Committee that this project not be funded for FY 1981.

Statement of Jeanne W. Englert

Mrs. Englert. Mr. Chairman and members of the committee: My name is Jeanne W. Englert. I am a native of Colorado and resident of Durango. I am here today to ask you not to appropriate any construction money for the Animas-La Plata water reclamation project for the 1981 fiscal year.

The Animas-La Plata water project is a $500-million, multi-purpose water project in Southwestern Colorado which, if built, would provide municipal, irrigation and industrial water for four New Mexico and Colorado communities, three Indian tribes and area farmers.

As it is now designed, the Animas-La Plata project is absolutely untenable. Its cost is prohibitive (half a billion dollars), it will consume enough electricity each year to serve a city of 63,000, it will exacerbate inflation, it is not in the national interest and it does not solve the regional water problems it purports to solve.

Yesterday the proponents of the Animas-La Plata appeared before this subcommittee to ask you to include $2.8 million in construction funds in the 1981 budget. But as of today we have yet to see either the

definite plan report or the final enviornmental impact statement and there is no water conservancy district to negotiate a repayment contract with the federal government and there probably won't be one formed for months and months because the question of formation of the district is tied up in court and will be for a long time to come.

Thus it is premature to include construction funds for the Animas-La Plata in the 1981 budget.

INDIAN WATER RIGHTS

The primary justification for the Animas-La Plata project is that serious legal problems regarding water rights in the San Juan Basin will be resolved if the project is built. In particular, the threat of Ute Indian water right claims has been used as a club over the local population. The Animas-La Plata project proponents have repeatedly asserted that the project will solve the problem of Indian water right claims, even going so far as to intimate that the Indians will give up their water claims in the San Juan River Basin in lieu of project water. To say so is a gross oversimplification of a complex problem. Indian water right claims in the San Juan Basin are not limited to the two small Ute tribes in Colorado. The Navajos, the Jicarilla Apaches and the two Colorado Ute Indian tribes are all in litigation over water rights, all claiming first priority on the rivers in the San Juan Basin.

The San Juan River system is bankrupt. Water promised by the Department of the Interior in the Navajo project has never been delivered for the simple reason that it doesn't exist. Water has been promised to all aspirants, especially energy cartels, at the Indians' expense.

Before any more water projects are built in the Upper Colorado River Basin, Indian water claims must be settled. At least one arm of the federal government agrees with me. According to the Congressional Library, which did an extensive study as to the availability of water in the San Juan Basin, it was emphasized that, because those rights are: separate from and prior to those under state laws, they should probably be subtracted from the total Upper Basin supply before allocation among the states, rather than being taken from the individual states' allocations.

Whatever means the federal government employs to dispose of Indian water rights claims, the people of Southwest Colorado—Indian and non-Indian alike—should not be asked to take on a $500-million indebtedness in the vague hope that the Animas-La Plata project will solve the problem. At best, the Animas-La Plata is a piecemeal and haphazard attempt at a solution; at worst, we will end up with another empty reservoir, a concrete monument to the folly of the WPRS.

The irony is that the Animas-La Plata project is both legally and nationally touted as the solution to the Indian water rights problem. But, as currently designed, the Animas-La Plata is *not* in the interests of the Southern Ute Indian Tribe, one of the primary "beneficiaries" of the project. Because of the extensive pumping needed to get the Animas River into the main project reservoir and over to the

La Plata River drainage, the industrial water for coal development on the Southern Ute Reservation will cost the tribe approximately $5 million a year. In 1977 the Albuquerque Area Office of the Bureau of Indian Affairs informed the Southern Ute Tribal Council that the operation and maintenance costs of delivering water to the Southern Ute Reservation were prohibitive and that, instead, a tunnel and gravity-flow canal should be constructed, which would run across the reservation from the Animas River to the Southern Ute terminal reservoir on the New Mexico-Colorado state line.

But the Southern Ute Tribe was, in effect, blackmailed by the WPRS, who told them the cost of building the canal would result in a negative cost-benefit ratio for the Animas-La Plata project. The WPRS ignored, for political reasons, the obvious, which was that the Southern Ute Reservoir could meet Colorado's requirement under the Colorado-New Mexico La Plata Compact to deliver La Plata River water to New Mexico, thus allowing Colorado farmers to use all water in the La Plata River arising in Colorado for irrigation.

PROJECT COSTS

The cost to the Southern Ute people, if the Animas-La Plata project is built, amounts to $5,000 per year per tribal member—the tribe has less than a thousand members—for fifty years. This humongous water bill will severely cut into any profits the tribe would derive from development of the reservation's extensive coal resources. In the meantime, the Santa Fe Railroad is planning to extend its Star Lake Line into northwestern New Mexico, to a point about 15 miles south of Farmington. At a million dollars a mile (Santa Fe's estimate of the cost of building a new railroad line), the cost of extending the Star Lake Railroad to the Ute coal field would be about $30 million, about one-fourth the cost of delivering the water to the same coal field through the Animas-La Plata project.

The Ute Mountain Utes and the Navajos have also been included as beneficiaries of the Animas-La Plata project. The Navajos, who are justifiably skeptical because they have already been burned by false promises of the Department of the Interior in getting project water from the ill-named Navajo Project, sent a three-page telegram to the WPRS stating they were pulling out of the Animas-La Plata project. The Ute Mountain Utes will have to build their own reservoir to store industrial water because the canals that purportedly deliver water to their coal field will be shut down each year from October to April. If anybody gets "paper water" in this project as opposed to "wet water," it is the Ute Mountain and Navajo tribes. I think they have been named as beneficiaries in the Animas-La Plata project solely to beef up the cost-benefit ratio.

Historically the State of Colorado has ridden roughshod over the Indians in pursuit of the mineral wealth which was to be found in the Rocky Mountains. For over a hundred years the white emigrants to Colorado have contrived and conspired to steal Indian land and to push them out of Colorado. This use of the Indians to justify the Animas-La Plata project, while more subtle, smacks of the same thing.

In 1868, Chief Ouray of the Utes told the Washington press the following:

The agreement an Indian makes to a United States treaty is like the agreement a buffalo makes with his hunters when pierced with arrows. All he can do is lie down and give in.

The relationship between the federal government and the Indians as described by Ouray in 1868 and the compromises extracted of the Utes by the WPRS in return for getting water from the Animas-La Plata water project is fundamentally the same. The Ute people I have talked to have told me they believe the Animas-La Plata, as currently designed, is their only chance to get any Animas River water at all.

They have good reasons for thinking so. Because of the 1976 disastrous Akin decision of the U.S. Supreme Court, the Indian water rights claims must now be settled in state courts. To ask a Colorado court, which historically has been antithetical to Indian interests, to be fair when it comes to Indian water rights is, as Ouray said, like the agreements the buffalo makes with his hunters when pierced with arrows. And we all know what happened to the buffalo.

I thank you very much.

Mr. BEVILL. We will insert the additional material in the record at this point.

[The information follows:]

TESTIMONY BY JOHN VOELKER ON BEHALF OF THE ANIMAS VALLEY RESIDENTS AND PROPERTY OWNERS ASSOC.

I came here today to ask you to answer three questions before you provide construction funds for the Animas-LaPlata Project.

First - Is the project as proposed the best solution to the needs of the area?

The ALP as proposed is a very expensive complex solution to providing irrigation water for the farmers in the LaPlata River drainage and water for possible coal development on the Southern Ute Reservation. It is also extremely energy intensive requiring 165 million KWH annually for pumping water up into its reservoir and back out of the reservoir to the LaPlata River drainage. I have included in my written material a description of an alternative mechanization for the ALP which requires only gravity fed water supply and considerably less money than the proposed mechanization. I'm sure the GAO could give you a reasonable evaluation of the merits of this alternative proposal in time to help your decisions for the FY'81 budget. Understand that some project is needed at least to provide water for the farms in the LaPlata drainage. But the proposed solution overwhelms the problem.

Second - Is the project as proposed appropriate in the context of the Upper Colorado River Basin?

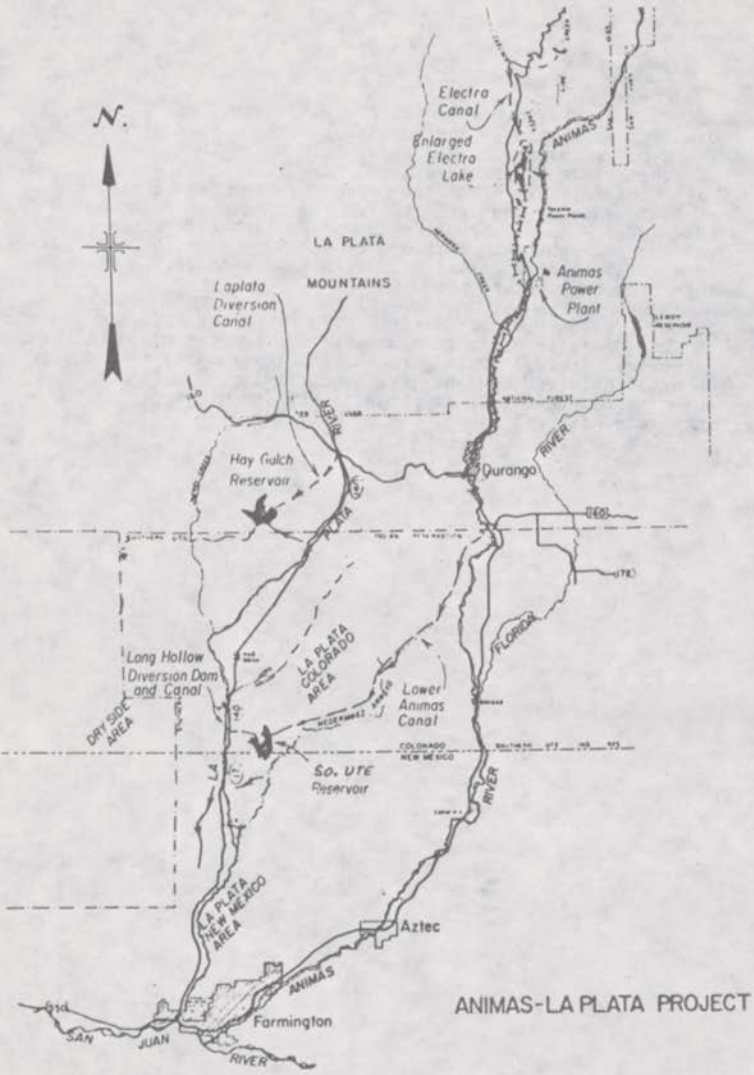
We are all aware that energy development is about to expand sharply in the Upper Basin area. The highest priority will probably be given to development of oil shale and this will require additional water resources in Northern Colorado. Since Colorado has only 750,000 AF left of its rights to basin water we must be sure that construction of the ALP does not handicap the oil shale development for lack of water. It is now becoming apparent that the U.S. can no longer afford to do everything that we might wish. We must not spend $500 M and then find we cannot fund needed water projects for oil shale development. Of course, ALP will provide water for coal development on the Southern Ute Reservation but it is not clear that we need that particular coal in the near future. Half the nations coal reserves are in Montana and Wyoming and we are making a considerable capitol investment there. Should we duplicate that capital investment in Southern Colorado for more coal?

Third - Is ALP an appropriate project to fund at this time?

BuRec estimated project cost at $336.35 M in Jan. 1978. Assuming a project start of Jan 1, 1981 one must guess at $500 M project cost, what with inflation and all. Now considering all the repayments to be made on the project by both irrigators and M&I water users the total return of principal will be 16.2%. Part

of the remaining 84% will be forgiven because the water will be used by the Indians. The remainder will be repaid from Colorado Basin power revenues. Payments would start in the year 2020. Of course none of us would lend money if we were not going to be paid back for 40 years. The present value of such payments is about 3 cents on the dollar. You are currently being asked for about $2.5 M in construction funds to start ALP but in reality you are committing to a $500 M expenditure over the next several years. At least I assume you would not spend $2.5 M without intending to complete the project.

In our present economic difficulties we cannot afford to continue to fund projects of dubious merit. Our country needs balanced budgets or preferably in surplus, and lower taxes in order to control inflation and increase productivity. We cannot dissapate our national resources on projects that do not apply to our immediate national needs.


N.
Electra Canal
Enlarged Electra Lake
ANIMAS
LA PLATA MOUNTAINS
Laplata Diversion Canal
Animas Power Plant
RIVER
Hay Gulch Reservoir
Durango
RIVER
PLATA
LA PLATA COLORADO AREA
FLORIDA
Long Hollow Diversion Dam and Canal
DRY SIDE AREA
Lower Animas Canal
COLORADO NEW MEXICO
SO. UTE Reservoir
LA
RIVER
LA PLATA NEW MEXICO AREA
Aztec
ANIMAS
Farmington
SAN JUAN
RIVER
ANIMAS-LA PLATA PROJECT

As critics of the Animas-La Plata water diversion project, I and others who have raised questions about the project appear to some as holding views destructive to the region's interests.

Such is not the case. It is not the general idea of water reclamation that we oppose, but the design of this particular water diversion project. The Animas-La Plata Project, as it is currently conceived by the Bureau of Reclamation's planners, is in direct response to the pressures put upon them by the Southwestern Water Conservation District Board and others to produce the maximum structural effort to supply water to all comers, no matter how uneconomic their demands may be.

But it is not enough, in a representative society, to be merely in opposition to public projects without offering constructive alternatives to improve or modify the tremendous amount of work, both technical and political, that has been achieved.

The following alternatives — which we put forth as an admittedly non-expert but serious "citizens alternative" — have been studied and rejected with no public discussion on their merits even though we believe these ideas are far more economical and address the original objectives of the Animas-La Plata Project.

These objectives, as we understand them, are to provide local Indian tribes with water for agricultural and resource development as they may require if they win their water rights suit claiming first priority rights to the rivers that run through the reservations. To satisfy Indian water needs without sacrifice of other long-held and cherished water rights on these rivers has been one of the stated aims of the Animas-La Plata water project.

Another original objective of the project was to return water to the Fort Lewis Mesa area that has been diverted by compact to senior water rights in New Mexico during periods of inadequate supply.

A third state objective has been to provide water and its storage for municipal and industrial uses in the San Juan Basin.

The modified Animas-La Plata Project, as it appears on the accompanying map, would have as its engineering components the following:

1. A tunnel and canal from the Animas River across Ute land to divert water by gravity flow to the proposed Southern Ute Reservoir. This plan was recommended to the Southern Ute Indian Tribe by the Bureau of Reclamation (Albuquerque area office) as a better way for the tribe to get its water than to pay the tremendous cost of pumping the Animas River water into Ridges Basin Reservoir.

2. The elimination of Ridges Basin Reservoir and the tremendous engineering and pumping costs associated with it.

3. The construction of Hay Gulch Reservoir to store high flows from the La Plata River, using all waters rising from the La Plata Mountains beneficially on Colorado lands. New Mexico's entitlement would be met out of the Southern Ute Reservoir.

4. If necessary, for industrial and municipal purposes, upstream storage on the Animas River could be acquired by utilizing the Howardsville site above Silverton; another possibility is to enlarge Electra Lake. Returning the hydro-electric power plant on the Animas River could turn the project into a power-producing project rather than a power-consuming one.

The pluses of this plan, in simplistic form, are that the Southern Ute Indian Tribe will receive water for agricultural and industrial development; the La Plata Water Conservancy District will receive all they had historically with a small reservoir to manage the La Plata River to their benefit; New Mexico's commitments will be met; existing water rights on the Animas River will remain undisturbed; landowners will no longer be threatened with condemnation; the elk can keep their home on Ridges Basin; fishermen will have a river to fish; rafters will have a river to run; bald eagles will have a river to winter on; and the Bureau of Reclamation will have a project to spend the $800,000 allocated for planning in fiscal '79.

As for the Ute Mountain Utes, they are beneficiaries of the Dolores water reclamation project.

The Animas-La Plata Project has been through several major revisions of design and service in the 30-some years it has been in planning. The current plan has developed so much opposition that its exposure to a referendum on conservancy district enlargement and approval of the ad valorem tax in a period of taxpayer revolt would well set in motion a chain of events that would result in congressional de-authorization of the project. A project design which addresses the economic and political realities of southwestern Colorado and the rest of the San Juan Basin is the better alternative.

The above is not intended to be an engineering plan but to provide a reference point for further public discussion rather than to allow an unacceptable project to reach the design state and be rejected by those citizens it is purported to serve.

Mr. BEVILL. Thank you for a very fine statement from each of you. If there are no questions, we appreciate you coming.

The committee will stand adjourned until 10 o'clock in the morning.

THURSDAY, MARCH 27, 1980

CALIFORNIA PROJECTS

WITNESS

HON. HAROLD T. (BIZZ) JOHNSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. The committee will come to order.

We are glad to have our distinguished Chairman of the House Public Works and Transportation Committee, Congressman Johnson, who has worked so closely with this subcommittee. We appreciate it so much and I know the members of the entire California delegation do, too.

At this time we will just recognize Chairman Johnson.

STATEMENT OF CONGRESSMAN JOHNSON OF CALIFORNIA

Mr. JOHNSON. Thank you, Mr. Chairman and members of the committee.

Again, we have a great number of people here from California who will be testifying before your very important committee. Your committee has always treated us very well in California. We have nothing to complain about whatsoever. You have done a lot in the State. The State is much better off by the action of this committee.

Today I would ask unanimous consent to place my statement in the record in full and I would like to briefly comment on one or two projects.

Mr. BEVILL. Your formal statement will be made a part of the record.

[The statement follows:]

Statement of
THE HONORABLE HAROLD T. (BIZZ) JOHNSON
before the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES

March 27, 1980

Mr. Chairman:

Thank you for the opportunity to join California's local, county and state water and flood control agencies to discuss Fiscal Year 1981 appropriations for the Water and Power Resources service and the Corps of Engineers.

You have consistently conducted these annual hearings in a fair and efficient manner, Mr. Chairman, and they have always served to examine local and regional impacts of projects, giving our people a chance to present their comments, pro and con.

As has been my practice for many years now, when testifying before the Subcommittee, I will briefly mention several Northern California projects which, in my judgement, deserve more attention than they have been given in the President's initial budget proposals. In general, I agree with most of the appropriation items in the budget for California, but there are several exceptions.

As I suppose the Subcommittee fully expects, I will first discuss Auburn Dam.

Safety questions which have held up progress on Auburn Dam have been answered to the satisfaction of Federal and State officials, and design work for either a gravel-fill dam or a concrete dam is being completed. When environmental impact studies have been completed, we will be ready to begin construction.

Secretary of Interior Cecil Andrus advises me that he expects to make a final desicion on which design will be used later this year.

The Subcommittee has been following this particular project carefully and in recent years has provided standby funding while safety studies and design work have continued, taking longer than had been anticipated. Now that we are nearing the end of the delays, I urge that you bear with us and earmark a minimum of $5 million to be available when we are ready to resume construction.

An estimated $227 million has already been invested in Auburn Dam. It is in the interest of proceeding as promptly as possible, thereby keeping cost inflation to a minimum, that we urge that funds be made available for use when the Water and Power Resources Service is ready to proceed. The $5 million I am requesting would be in addition to the $771,000 called for in the budget.

On the Trinity River, we have the Buckhorn Mountain project which will be authorized in H.R. 507 which has already passed the House. It includes the Grass Valley Creek Debris Dam and Trinity River dredging and is primarily designed to improve the important Trinity River salmon and steelhead fishery.

To date an estimated $6.8 million has been appropriated to WPRS for the Trinity River Action Plan which has produced mitigation work to restore the Trinity River fishery and studies for facilities to serve the same purpose. The Buckhorn Mountain project is the first facility to come out of that effort and, considering the time spent in preliminary studies, should be initiated as soon as possible. We have serious problems with the fishery on the Trinity, and they have been getting worse.

The cost of the Buckhorn Mountain project is estimated to be $3.5 million, and that will be the amount authorized. The California Water Commission recommends appropriation of the full $3.5 million and I concur.

On the Allen Camp Dam, Pit River Division, we have completed funding of preliminary studies. In 1981 WPRS should begin design work unless, again, we are to allow time to be wasted and costs to rise. I recommend that $500,000 be provided for initial design work on this project which will provide irrigation, flood control, and fish and wildlife benefits to areas of Modoc and Lassen Counties.

Another project for studies of the enlargement of Shasta Dam will be authorized in the Omnibus Water Projects Feasibility Study Bill which has already passed the House. This study, to be authorized at $7 million, can begin in 1981 and I understand that WPRS can use an initial $500,000 next year.

Enlargement of Shasta Dam may offer one of the best opportunities for increasing state water supplies and should be investigated without delay. I urge that $500,000 be appropriated for this study and the State Water Commission is in agreement.

Turning to Corps of Engineers appropriations, I am again in agreement with most budget recommendations for California, with the exception of the Sacramento River, Chico Landing-Red Bluff project.

Here, again, authorization of an expansion of this project to include additional sections of the river, primarily the section north from Red Bluff to Shasta Dam, is included in the 1979 Water Resources Development Act. Mitigation work for damage which might be done to the Sacramento River fishery will be authorized, along with an additional $25 million. Concern about mitigation has been shared by sportsmen and state officials.

Recent flooding problems in the Sacramento Valley underscore the need for continued flood control work on the river to reduce erosion losses of some of our best agricultural land. I urge the Subcommittee to provide a reasonable appropriations for 1981 and suggest a figure of $5 million.

One last item I would mention, Mr. Chairman, is the Sacramento River Deep Water Ship Channel. Authorization for the Corps to proceed with engineering and design work is included in the 1979 Water Resources Development Act.

The Corps can utilize $400,000 in 1981 and this is the amount we request for this project. The State of California Water Commission and the Port of Sacramento are also testifying in support of this appropriation.

In closing, Mr. Chairman, I want to thank you and the Members of the Subcommittee for your attention to our needs in California.

80-19

AUBURN DAM

Mr. JOHNSON. On the Auburn Dam we are asking for consideration of carryover funds amounting to about $5 million to be added to the $771,000 that is already in the budget. There is a decision to be made on it very shortly. I believe that $5 million is a very meager amount, that it would give us an opportunity to do a few things.

Prior to the start on the Allen Camp Dam which is coming to completion, as far as the planning and reconstruction work, we have asked for $500,000 which is not in the budget.

Also, on the Buckhorn Mountain project, that has been under consideration for about six years in the overall, we would like to see an item in the budget of $3½ million. The legislation has passed the House; it is pending in he Senate; we would like to get underway.

A task force was created. You have funded the task force. In the overall appropriations committee, they have agreed upon this. The State is in agreement on it. The budget has nothing in it, but we would ask for $3⅓ million, if possible.

There is another piece of legislation for an overall study of enlargement of the Shasta Dam, its tributaries, its offstream storage possibilities. That legislation passed the House and is pending in the Senate. Those were separate, the Buckhorn legislation and the Shasta Dam enlargement study.

If the study would prove successful this would solve our water problems in the State of California.

The budget has nothing in it. The State has agreed it would ask for $500,000. That was the figure that I used. The State is also participating in the study, in kind and with money, so they are ready to go.

SACRAMENTO RIVER

Our old pet, the Sacramento River, is used as a conduit to take care of the flood releases from the bleed-off of the Shasta, along with the heavy storms that are in the area at the time. It also is the main conduit to carry irrigation waters to the thirsty land in the Sacramento and San Joaquin Valley. It does need attention from time to time.

The committee has also gone along with us and provided money. This time there is no money in the budget for the Chico Landing-Red Bluff project. Nor did the State ask for any—they are not in favor of going ahead at this time. But there is legislation that is over on the Senate side and it does have in it a partial solution to the mitigation the State is asking for.

The Sacramento ship channel is another item that is in the Senate at the present time. It has been under consideration for a long time. Our delegation in the northern part of the State is asking for $400,000. The Corps testified before your committee as to the capabilities.

That is about what I would like to say other than what is in the statement. Most of the other items have been provided for in the budget.

SUGAR PINE PROJECT

There is one item in the budget that I do believe someone overlooked. That is the Sugar Pine Project. We have three contracts

underway at the present time. It is a $32 million project. Everyone put in the right amount of money with the exception of the State Water Commission. But I think it was an omission. I don't think they would try to stop it after three contracts are underway at the present time.

Mr. BEVILL. No, they wouldn't try to do anything like that.

Mr. JOHNSON. The thing is very badly needed. It is very costly water to the Public Utility District.

I would hope that you would be able to give consideration to the request.

I want to defer to all of the fine California people who are going to testify as to the water needs of California. I wish you well with them and I know you will treat them right.

Mr. BEVILL. Thank you, Mr. Chairman. We certainly will.

We appreciate your leadership in the Congress and what you have done to develop natural resources in our country. This committee has enjoyed your support as well as the California delegation, which includes our good friends, Congressmen Coelho and Shumway and other members of the delegation who will be with us shortly. We appreciate all of you very much.

As the members of Congress come in, we will take their statements so that they can return to their Committee work. I want you to know how much this Committee appreciates all of them.

Mr. JOHNSON. We are very happy to see Mr. Fazio on the committee. We do have a representative from northern California.

Mr. BEVILL. Yes, sir, you have two fine members here. We are glad to have both of them, and they will be in here with us when we start marking up this bill. We will have southern California and northern California, and if they get into a fuss, will it be okay if I call you in?

Mr. MYERS. It doesn't hurt California's causes to have Chairman Johnson here.

Mr. BURGENER. Mr. Chairman, we have 10 percent of the nation's population, but I am sure a study would reveal we pay at least 15 percent of the taxes.

Mr. JOHNSON. That is right. We have checked that out and we know we pay our share.

Mr. BEVILL. Thank you very much, Chairman Johnson.

CALIFORNIA PROJECTS

WITNESSES

HON. NORMAN D. SHUMWAY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
ADRIAN FONDSE, CHAIRMAN
GEORGE BARBER, SUPERVISOR
DOUGLAS WILHOIT, SUPERVISOR
CHARLES DIXON, COUNTY ADMINISTRATOR
GERALD SHERWIN, COUNTY COUNSEL

Mr. BEVILL. Congressman Shumway, the Chair recognizes you at this time.

STATEMENT OF CONGRESSMAN SHUMWAY OF CALIFORNIA

Mr. SHUMWAY. Thank you, Mr. Chairman. I know this is a very tedious exercise for you, but nonetheless it is essential and I appreciate the chance to appear before you today. I do have a prepared statement which I will submit for the record.

Mr. BEVILL. It will be made a part of the record just as you have prepared it.

[The statement follows:]

STATEMENT OF

THE HONORABLE NORMAN D. SHUMWAY OF CALIFORNIA

BEFORE THE

HOUSE COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

Mr. Chairman, I appreciate this opportunity to testify in support of a number of public works projects vital to my Congressional District, and to the entire state of California. I would also like to commend the subcommittee, Mr. Chairman, for its willingness to hear what we Californians have to say and for the careful consideration which is widely recognized as its trademark.

As you know, my district is made up of nine counties in California, an area which includes a large portion of the Central Valley, the Mother Lode region, and the Sierra Nevada mountains. The area I represent provides a substantial portion of the Federal Central Valley Project's annual water yield, as well as including the developed agricultural land which benefits from such water deliveries.

Agriculture is the leading employer and source of revenue in the 14th District and is dependent upon a consistent supply of water. The continued operation of the water projects, as well as the studies discussed here today, are therefore vitally important.

The recent flooding in the Sacramento-San Joaquin Delta, portions of which are also in my district, seems to underscore the necessity of the flood control benefits which are inherent in the projects under consideration today.

The funding levels I am advocating are essential for these projects, and will therefore have a vital and far-reaching effect upon the people of my district. The President's budget requests do not necessarily conform with my recommendations, or those of the local officials appearing with me. I will therefore note these discrepancies, where they occur, and will propose funding levels when, in my opinion, the President's requests must be adjusted.

I recommend the following:

ARMY CORPS OF ENGINEERS

1. San Francisco Bay to Stockton Ship Channel Deepening -- $1,600,000

Although at the time the President's FY81 request was made, differences between the California State Water Commission and the Army Corps of Engineers existed, these problems have now been resolved. The Water Commission now fully supports the construction necessary to deepen the Stockton Ship Channel.

The existing 30 foot channel must be dredged an additional five feet in order to accomodate a greater percentage of the world's merchant marine fleet. The Port of Stockton is one of the largest employers in San Joaquin County and the deepening construction is vital for its continued economic viability. The Corps has recently completed its Draft General Design Memorandum and has found the deepening to be a worthwhile and evnironmentally sound project.

I join the Port of Stockton, the California Marine Affairs and Navigation Conference, and the State Water Commission in calling for a $1.6 million appropriation for FY81.

2. New Melones Lake -- $8,500,000

Since the construction phase of this most significant project has been completed in the last year, the remaining portions should proceed without delay.

The capability is $8,500,000 and the President's request is $6,900,000 leaving a balance of $1.6 million. Although the request is short of the capability, I feel very strongly the entire amount be appropriated since these funds would be used for the initial construction of recreational facilities.

The New Melones dam and reservoir has a 2.4 million acre-foot capacity. Not only will this be helpful for flood control purposes, the project has many other functions inherent in its design such as increased releases for fishery protection, enough hydroelectrical generating capacity for 200,000 people (replacing 780,000 barrels of oil annually), and recreational benefits. In addition, New Melones will make additional water supplies available for irrigation and export for use in other water-short areas.

I would like to join the California State Water Commission and the Stockton City Council in asking for the full capability of $8,500,000 for FY81.

3. Sacramento-San Joaquin Delta -- $175,000

This amount is needed to finish the study of flood control problems, navigation, and fresh water transfer in the Sacramento-San Joaquin Delta. The 500,000 acre Delta claims some of the most highly productive agricultural land in the United States. Extensive levee rehabilitation is necessary to protect this land which is criss-crossed by sloughs and channels. I support the President's FY81 request.

4. San Joaquin River Basin -- $1,000,000

This study is vitally needed to continue the Corps' general investigation work on the San Joaquin River basin.

The necessity for adequate flood control and levee protection has been buttressed by heavy releases from the New Melones dam in recent weeks.

I am therefore pleased the President's budget request is for the FY capability of $1,000,000. I support his request.

5. Sacramento River Bank Protection Project -- $3,600,000

It is essential that the bank protection and erosion control of this project continue so as to ensure it provides the degree of protection for which it was designed. The areas which are under protection account for a major portion of California's agricultural output.

I support the President's FY81 budget request.

6. Sacramento River and Tributaries -- $500,000

The general investigation is designed to preserve bank protection and control erosion. Recent flooding in Northern California justifies such projects.

I support the President's budget request for FY81 full capability.

7. I also support the following operation and maintenance FY81 budget requests by the Army Corps of Engineers.

a.	Farmington Dam	$ 78,000
b.	New Hogan Lake	813,000
c.	New Melones (downstream channel)	311,000
d.	Sacramento River	2,706,000
e.	San Joaquin River	100,000

THE WATER AND POWER RESOURCES SERVICE

1. Auburn-Folsom South Unit -- $11,570,000

I support the President's total budget request of $11,570,000 for FY81.

The Department of the Interior and officials of the State of California are engaged in developing a dam design which is considered seismically-safe.

Since a decision on the type of design will be forthcoming in the fiscal year funds which would be used for construction should be immediately available.

Moreover, I would like to join the Stockton City Council in asking that $100,000 be appropriated for the Folsom South Canal. Since the decision to extend the canal has been tied with the construction of Auburn dam, these funds should be made readily available. Eastern San Joaquin County is critically water-short, and the Folsom South Canal will augment area water supplies.

2. Georgetown Divide Public Utility District -- $1,655,000

I support the President's request. This project makes necessary improvements in critical sections of the El Dorado conduit.

3. Delta Support Studies -- $1,100,000

I join the Stockton City Council in urging this appropriation since the Water and Power Resources Service has certain responsibilities in the Delta.

In addition, I support the following:

4. General Investigation:

a.	Central Valley Project Fish and Wildlife Management Study	$ 371,000
b.	Environmental and Interagency Coordination Activities	516,000
c.	Technical Assistance to States	50,000
d.	Delta Corn Replacement Study	50,000

5. Operation and Maintenance:

a.	Central Valley Project	$ 29,995,000
b.	Negotiation and Administration of Water Marketing Contracts	71,000
c.	Soil and Moisture Conservation	674,000

Mr. SHUMWAY. I would like to introduce those people from my district who are here today and who will be presenting testimony. From the County of San Joaquin: Adrian Fondse, Chairman; George Barber, Supervisor; Douglas Wilhoit, Supervisor; Charles Dixon, County Administrator; and Gerald Sherwin, County Counsel. And from the city of Stockton: Tom Madden and Arnold Rue of the City Council and John Wentz, City Manager.

These people will be presenting testimony, and I would simply like to say that I certainly support their testimony. I would like to emphasize that we have some very important projects that are underway and need to be started, and we certainly appreciate the time and the attention of the subcommittee.

Mr. BEVILL. The record will show those gentlemen are present here and interested in these projects.

In your area I believe there was testimony a few years ago about a drought.

Mr. SHUMWAY. We had a drought a few years ago. We had a flood this year.

Mr. BEVILL. Thank you very much for your statement.

CALIFORNIA PROJECTS

WITNESS

HON. TONY COELHO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. Our good friend and colleague, Congressman Coelho, invited me to see his projects. We were scheduled to go and then the calendar was changed in the Congress, so we had to stay here.

Mr. COELHO. I am sorry you were not able to get there, but we will get you out there again.

I appreciate very much the opportunity to testify and I want to join with the remarks of the chairman, Mr. Johnson, in thanking this subcommittee for all the work it has done out in the West. This subcommittee probably more than any in the Congress has done more to make the West the productive area it is.

I have a lot of my constituents here today, Mr. Chairman. We appreciate your cooperation.

Mr. Chairman and Members of the Subcommittee, I wish to thank you for the opportunity to testify today in support of funding for existing and proposed projects of great benefit to my district. I realize that in light of our efforts to reduce federal spending and balance the budget, funding for many of the valuable and worthy projects I and my colleagues support will be appropriated with restraint and an eye to thrift and wise investment—and this is as it should be; I wholly support a balanced budget and a sound fiscal policy.

Needless to say. I submit to you that funding for the projects that I support would be, of course, very sound and wise investments.

They include various facilities within the San Luis Unit of the federal Central Valley Project in California; the Redbank and

Fancher Creeks Flood Control Project; the Merced County Streams Project; the Delta-Mendota Canal; and the San Joaquin River Basin Project.

San Luis Unit.—The President's budget has designated funds for flood protective work and subsidence correction along the San Luis Canal, for the San Luis Drain and for other San Luis facilities, including the O'Neill Pumping Plant and the San Luis Canal turnouts. In addition, the President's budget includes funding for completing the distribution system, relift pumping plants and turnouts and drainage collector systems for the Westlands Water District. I wish to express my support for the appropriation of the $12,344,000 that has been recommended in the President's budget for all these facilities.

Redbank and Fancher Creeks Flood Control Projects.—This project has been approved by the House of Representatives in the public works bill, H.R. 4788, and is now under State consideration. The House authorized $500,000 for this project, and I wish to express my support today for the appropriation of $325,000 to allow preconstruction and design work planning to continue—such an appropriation will prevent a two-year delay in the progress of this project and will save the taxpayer additional money in increasing costs.

According to the Corps of Engineers, the flood plain to be protected by the proposed project includes 57,000 acres with a population of about 120,000 and a market value in excess of $.16 billion. Total estimated average annual flood damages approximate $6,000,000 for both urban and agricultural properties. Residents and landowners in my district, I might add, face disastrous flooding nearly every four years, and indeed are facing it now.

Merced County Streams Project.—Plans for this project include the construction of new and enlargement of existing reservoirs and improvement of 47 miles of channels and levees for flood control and enhanced recreation in the Merced Streams Group area. It would protect Castle Air Force Base, a major installation of the Strategic Air Command, from flooding; and it would protect extensive and productive agricultural land planted to crops ranging from tomatoes, sugar beets and alfalfa to grapes, almonds and peaches. Average damages will be about $5,670,000 per year without construction of the project, according to the Corps, and the project has been determined economically feasible with a benefit-cost ratio of 2.1 to 1.

The request for an appropriation of $1 300,000 for work to continue on Phase II detailed plans and specifications is reasonable, and I heartily support it. This amount has been included in the President's budget.

Delta-Mendota Canal.—Constructed in the early 1950s as part of the federal Central Valley Project, the Delta-Mendota Canal is now in serious need of maintenance repairs. I support the appropriation of $4.5 million as recommended in the President's budget for the repairs needed on the Delta-Mendota Canal. This Canal services, 1.1 million acres of prime agricultural cropland, I would like to note, much of it in my district.

San Joaquin River Basin.—I heartily support the President's budget recommendation of $1.000.000 to continue work on the San Joaquin River Basin flood control studies. I should note that this area currently

is suffering from disastrous flood damages—almost 10,000 acres of prime cropland planted in row crops and tree fruits, has either been totally lost or heavily damaged. The latest estimated damage figures show a total loss of at least $1,767,100.

Mr. Chairman, this is my statement, and again, I do thank you for the opportunity to appear before you in support of these worthy projects. Thank you.

Mr. BEVILL. Thank you, Congressman Coelho, for an excellent statement. We appreciate your contribution.

CALIFORNIA PROJECTS

WITNESSES

HON. JIM LLOYD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
ROBERT O. TOWNSEND, SAN BERNARDINO COUNTY SUPERVISOR
DENNIS HANSBERGER, SAN BERNARDINO COUNTY SUPERVISOR

Mr. BEVILL. We are also pleased to have our good friend and colleague, Congressman Jim Lloyd. Congressman Lloyd, we want to recognize you.

You may submit your formal statement or handle it as you wish.

STATEMENT OF CONGRESSMAN LLOYD OF CALIFORNIA

Mr. LLOYD. Thank you, Mr. Chairman, that would be fine.

[The statement follows:]

TESTIMONY SUBMITTED TO HOUSE APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

Mr. Chairman, I'd like to take this opportunity to introduce my good friends, San Bernardino County Supervisors Bob Townsend and Dennis Hansberger. They have come to Washington to testify in favor of fiscal year 1981 funds for the Cucamonga Creek Flood Control Project, which will allow continued, safe growth in my district.

The project will transform the sometimes dangerous Cucamonga Creek into a more tractable, highly engineered slot capable of handling up to 55,000 cubic feet of water per second at the height of a heavy storm.

The Cucamonga Creek Flood Control Project, along with the greater Los Angeles Flood Control System, was instrumental in preventing approximately $1.5 billion, in potential damage in southern California from last month's storms. Instead of spending millions of dollars on almost a yearly basis for emergency assistance after a flood disaster, this project, and other projects, like the Santa Ana River basin project, will help end the continued waste of disaster funds.

Instead of completing this project as quickly as possible, all civil projects of the Army Corps of Engineers have been put on hold, I just learned yesterday. Last year, this subcommittee appropriated $13 million for fiscal year 1980 for the Cucamonga Creek project. Bids were supposed to be opened Tuesday, March 25, under fiscal year 1980 funds. They could not be opened because of this hold order from major general E. R. Heiberg of the Army Corps of Engineers.

Phase VI is a critical section of the project. Without it not only would the money already spent go to waste, but there could be damage to the areas where construction has already been completed. A delay of a few weeks could mean that necessary work would not be completed before next winter's rain storms.

The President has requested $19,479,000 for fiscal year 1981. The Army Corps of Engineers will have the capability of completing work totaling $20.7 million. This additional $800,000 will be worth more in construction dollars now than a year from now.

We must not forget the human value. The faster we complete this project, the less chance there will be for individual hardship and public damage from future flooding. Southern California suffered over $125 million in flood damage and was declared a disaster area by the President last month. Isn't it wiser to spend construction money now than to waste money repairing a disaster later?

CUCAMONGA FLOOD CHANNEL

Mr. LLOYD. I do thank you for your kindness and support. The members of this committee have been most gracious and understanding of the problems California has. I would like to take this opportunity to introduce two of the supervisors who serve the people in San Bernardino County, Dennis Hansberger and Bob Townsend. They are here today to talk about the importance of a project in our district called the Cucamonga Flood Channel. Yes, indeed, Virginia, there is a Cucamonga.

The project is one of longstanding requirement. This committee has been gracious enough to fund it in the past. We have just come through a major flooding situation in California. During that flood with the in-place, unfinished Cucamonga Flood Channel area, we clearly can prove there was a reduction in the damages that we sustained versus what we had in the 1969 flood. This flooding period was almost the equivalent of that. I am sure most of you are aware of what occurred as far as the media was concerned regarding that flooding.

In other words, with what we have, which was not finished, I believe that we materially reduced the damages that we could have sustained.

Personally, I think it might have been in the area of $25 million. That is not a bad saving for a half finished project.

What we need to do at this point is to finish the project, which would handle 55,000 cubic feet of water per second at the height of a storm.

The Greater Los Angeles flood control system saved, in our estimation, about $1.5 billion. That is considerable. We need to have completion as quickly as possible.

I do know that you are all aware of this. But I would remind you that the Corps of Engineers has currently stopped all projects because they have run out of money. It materially affects the projects that I am dealing with.

Last year this subcommittee appropriated $13 million. Bids for this funding to complete Phase VI could not be open this week.

A delay of a few weeks—let me emphasize this—is going to materially increase the cost of this project. I realize the problems of money. I am in Armed Services trying to fight for money there which I know will have to be cut out of the budget.

You have every Member of Congress say to you individually, my project is more important. I do say, if we do not complete this project now, we will spend it later in disaster relief.

I would remind you that this is the headwater of what will pour not only through my district but also through Orange County and materially affect my good friends Bob Badham and Jerry Patterson, et cetera. So, it is a massive project.

It isn't something that is just dependent on this one flood control area.

Thank you for the opportunity to be with you.

Mr. BEVILL. Thank you for a very fine presentation, Congressman Lloyd.

CALIFORNIA PROJECTS

WITNESS

HON. ROBERT J. LAGOMARSINO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. Our good friends Congressman Lagomarsino and Congressman Pashayan are here. I am not going by seniority. There is no significance in the order in which I am calling you. We appreciate each of you and appreciate the good work both of you are doing in the Congress and the good support each of you have given us. Never in the history of this committee has more support been needed than this year so we are especially glad to have you with us.

STATEMENT OF CONGRESSMAN LAGOMARSINO OF CALIFORNIA

Congressman Lagomarsino, we will insert your statement in the record at this point.

[The statement follows:]

TESTIMONY OF HON. ROBERT J. LAGOMARSINO

Mr. Chairman, members of the committee, I appreciate the opportunity to testify before you today in support of the projects affecting my district. Your support of our needs in the past is most appreciated, not only by me but by the residents of the 19th District, many of whom I'm sure would have suffered even more catastrophic losses this past winter had those projects not been built. So on their behalf, I say "thank you".

I'll be brief. We are seeking no new projects—only a continuation of existing programs and projects, all of them vital. The President had budgeted dredging and navigation funds for the Corps of Engineers at three harbors in the district—Channel Islands, Ventura and Santa Barbara—at the full limit of the Corps' stated capability. I urge approval. I also want to indicate my support of the flood control study funds for the Goleta project.

Most particularly, I want to emphasize the importance of the item budgeted for the Santa Maria Valley Levees, and in that respect, to submit for the record a letter from the Santa Barbara County Water Agency to the California Water Commission, which you have just heard from. The levees were constructed by the Corps 20 years ago, and have been severely undercut in the intervening years, to the point where almost every storm threatens to break the levee and flood the city and adjacent farmlands. The levees were designated a deficient project by the Corps in 1970, and this is the second year that repair funds have been budgeted. I urgently commend this project to your attention.

Once again, thank you for your past assistance and for your attention.

SANTA BARBARA COUNTY WATER AGENCY,
Santa Barbara, Calif., March 17, 1980.

Re: Fiscal Year 1980–81 Federal Appropriations.

Mr. SCOTT FRANKLIN,
Chairman, California Water Commission,
Sacramento, Calif.

DEAR MR. FRANKLIN: Items No. 7 and No. 17 in your tabulation of Preliminary Recommendations for the Federal Flood Control Program are projects within Santa Barbara County. These projects are, respectively, pre-construction planning for Goleta and vicinity, and Santa Maria River Levee Rehabilitation. (The latter also provides protection for areas in San Luis Obispo County.) The Com-

mission's Preliminary Recommendations are the same as the President's Budget and the Federal Capability, and we support them.

Of the two projects in Santa Barbara County, by far the most urgent is the Santa Maria River Levee Rehabilitation. These levees were constructed by the Corps of Engineers circa 1960 and protect the City of Santa Maria as well as 50,000 acres of prime irrigated land. Every time there is a moderate flow in the Santa Maria River, the rock facing of the levees is undermined at some locations and the embankment suffers serious erosion. The levees were designated a deficient project by the Corps of Engineer in 1970, and it has taken until now to devise an acceptable means of making the levees reasonably sound. Corps of Engineers studies show that virtually the entire City of Santa Maria, with a population of some 35,000, would be flooded if the levees breach. We believe that there is a duty and an obligation on the part of the federal government to make the Santa Maria River Levees adequate for the purpose for which they were originally constructed.

We have contacted Congressman Robert J. Lagomarsino, who represents this area, regarding the advisability of representatives of this District making the trip to Washington to testify on behalf of the Levee Rehabilitation Project.

Mr. Lagomarsino has informed us that he will testify for the appropriation and that it is not necessary for us to be present. Therefore, we do not plan on testifying in person.

It would be appreciated if you could specifically support the Santa Maria River Rehabilitation Project in your statements to the Appropriations Sub-Committees.

Sincerely,

JAMES M. STUBCHAER,
Flood Control Engineer.

FLOOD DAMAGES

Mr. LAGOMARSINO. Thank you, Mr. Chairman, and members of the committee.

I am not here to ask for any new project but we do ask for the continuation projects that are in the President's budget at the level that he requests. I would take this opportunity to thank you especially, Mr. Chairman, and the members of the subcommittee for your help in the past.

As my good friend Jim Lloyd just pointed out, the floods that we had in the southern California area would have been far more disastrous and catastrophic had we not built the projects you have funded over the years.

It is ironic a few years ago we were talking about droughts. But in the last 11 years we have had three 100 year storms so somebody has to change something statistically and certainly we have to keep building these projects.

The one thing I would like to bring to your specific attention other than ongoing dredging projects that are budgeted at the full stated capability of the Corps of Engineers as the item of the Santa Maria Valley Levees.

I havet submitted for the record a letter from the Santa Barbara County Water Agency pointing out that even in the small rainstorms we have had to sav nothing of the three I mentioned before those levees are being undercut and if the work is not kept up as requested by the Corps and by the President, we could have very severe flooding there and much more costs.

I want to thank you for all your assistance in the past and I am sure that you can count on me to help you when we go forward with these projects.

Mr. BEVILL. You always have and we appreciate it.

CALIFORNIA PROJECTS

WITNESS

HON. CHARLES PASHAYAN, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. We are always pleased to hear from our friend and colleague, Congressman Chip Pashayan.

STATEMENT OF CONGRESSMAN PASHAYAN OF CALIFORNIA

Mr. PASHAYAN. It is certainly a pleasure to be here, Mr. Chairman. I appreciate the interest your committee is taking in some of the projects we have in the Central Valley of California. Water is always a very important subject.

The President has made some recommendations for some water projects that are in my District, the 17th District, and nearby. I certainly urge the subcommittee to approve funding requests for the San Luis unit of the Central Valley Project, as well as the $691,000 that is requested for the Alpaugh Irrigation District loan so that it can be completed.

Finally, I should like to ask the committee's indulgence with the Corps of Engineers Red Bank-Fancher Creek Project.

Let me just say parenthetically this was something former Congressman Bernie Sisk worked on for so many years. It is very important to the people. It is a proposed flood control project for the metropolitan Fresno and Clovis areas.

Legislation authorizing that project is contained in the House-passed Public Works bill, H.R. 4788, and hopefully will be in the legislation developed in the Senate.

If authorized this year, I would hope the subcommittee would provide the $325,000 needed to complete the design works.

Once again, I want to say I appreciate your taking time to hear our case, and we will look forward to your cooperation.

Mr. BEVILL. Thank you for a very fine statement.

CALIFORNIA PROJECTS

WITNESSES

TOM BEARD, CHAIRPERSON, CALIFORNIA WATER COMMISSION
DAVID KATZ, PRESIDENT, STATE RECLAMATION BOARD
RICHARD NORTON, CHIEF ENGINEER, SONOMA COUNTY WATER AGENCY
ALBERT T. HENLEY, GENERAL COUNSEL, SANTA CLARA WATER AGENCY
LINDA PERALTA, CHAIRPERSON, BOARD OF DIRECTORS
RONALD R. ESAU, ASSISTANT GENERAL MANAGER, SANTA CLARA VALLEY WATER DISTRICT
FRED ROHNERT, VICE CHAIRMAN
GEORGE THOMAS, MANAGER, SAN BENITO WATER CONSERVATION AND FLOOD CONTROL DISTRICT
CARL NELSON, ASSISTANT DIRECTOR, ORANGE COUNTY ENVIRONMENTAL MANAGEMENT AGENCY

Mr. BEVILL. Now we have our friend Mr. Tom Beard who has been before us so many times. We are always glad to have you back. You

may proceed as you wish and submit the statements that you have. They will be made a part of the record.

STATEMENT OF THOMAS BEARD

Mr. BEARD. I am Thomas Beard, Vice Chairperson of the California Water Commission, an official agency of the State of California.

Unfortunately, Mr. Franklin, our Chairperson, returned to California because of a death in the family. The Commission is composed of nine representative citizens from throughout the State who are charged by statute with representing State and local interests before this committee.

I appreciate the opportunity to appear before you with the official recommendations of the State of California for fiscal year 1980–81 appropriations.

As in the past, I am one of several California representatives planning to make a coordinated presentation. I will make a general statement highlighting our overall program and then introduce the various supporting representatives who will speak on behalf of specific projects.

The tabulation submitted to you contains our specific recommendations, and I will mention a few of the projects which reflect our efforts to develop environmentally sensitive projects through extensive public participation.

I wish to emphasize that the Dry Creek (Warm Springs Lake) and San Felipe and Cucamonga projects are now moving ahead.

These projects have been the subject of much public debate and scrutiny. As a result, they are environmentally sound. Any delay will increase costs of the projects and delay benefits to the people.

The same is true for the Santa Ana River All River flood control project, Cottonwood Creek Reservoir and Red Bank and Fancher Creeks.

Planning for these projects is complete or nearing completion. We support timely construction of the projects.

The Commission also supports joint Federal-State efforts to cooperate in feasibility studies and planning efforts such as the recently drafted letter of intent for the Los Vaqueros-Kellogg Project, and work begun on the Suisun Marsh facilities as a protective measure for fish and wildlife resources.

We support construction of the Buckhorn Mountain debris dam on the Trinity River. The dam and assorted programs will provide stream rectification for the Trinity River Division of the Central Valley Project. We urge authorization and funding for Federal participation in these programs.

We are also supporting funding and authorization of a feasibility investigation of enlarging Shasta Reservoir. The project could have stored the recent floods and made the water available for the Federal Central Valley Project and the State Water Project.

The Commission supports construtcion funds for the Stockton Ship Channel and advanced engineering and design for the Sacramento Ship Channel including detailed hydraulic and salinity studies of an

undistorted scale model of a sill or similar structure in the vicinity of Carquinez Strait.

I urge this committee to favorably consider our recommendations for appropriations for California's energy, flood control, and water resources programs in fiscal year 1980–81.

At this time I would like to introduce Mr. Dave Katz who is President of the State Reclamation Board.

[The statement follows:]

STATE OF CALIFORNIA—RESOURCES AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF WATER RESOURCES
CALIFORNIA WATER COMMISSION
SACRAMENTO

Address All Communications to:
The Chairman of the Commission
P. O. Box 388
Sacramento 95802
Phone: (916) 445-8750

March 18, 1980

TO: ALL INTERESTED PARTIES

Attached is the tabulation which includes the President's Budget, the Federal Capabilities and the Commisaion's Final Recommendations for the Water and Power Resources Service and Corps of Engineers programs in California for fiscal year 1980-81.

Please refer to our transmittal of February 22, 1980, which calls your attention to the Congressional hearings before the Committee on Appropriations, Subcommittee on Energy and Water Development in Washington, D.C.

Please note the hearing room # 2359 - Rayburn House Office Building for the House Hearing has been changed to room # 2362, Rayburn House Office Building.

Sincerely,

Scott E. Franklin

Scott E. Franklin
Chairperson

Attachment

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
1	Alhambra Creek Contra Costa	$ 21,600 (850)	$ (300)	$ (0)	$ (0)	$ (0)
	Local interests will assess proposed alternatives before supporting additional funds.					
2	Bear River Sutter, Yuba	4,440 (675)	(340)	(0)	(0)	(0)
	Commission has supported the project provided a 150 acre wildlife habitat easement is acquired around Plumas Lake.					
3	Corte Madera Creek Marin	20,600	7,000	0	0	2,500
	Commission supports authorization for flood proofing and subsequent completion of this project.					
4	Cottonwood Creek Shasta, Tehama	366,000 (6,700)	(3,725)	(1,400)	(1,400)	(1,400)
	State will contract with Corps to purchase water from this project.					
5	Cucamonga Creek	97,800	47,352	19,479	20,700	20,700
6	Dry Creek (Warm Springs Lake) Sonoma	245,000	174,157	32,980	34,200	32,980
7	Goleta and Vicinity Santa Barbara	33,700 (2,010)	(100)	(400)	(400)	(400)
	Commission supports $15 for fish and wildlife studies.					

Amounts in parentheses () are for pre-construction planning.

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
8	Merced County Streams Merced	$ 75,300 (5,600)	$ (3,381)	$ (1,300)	$ (1,300)	$ (1,300)
	Continued Commission support is contingent upon inclusion of a 2,800 acre wildlife easement area on lower reaches of Bear Creek.					
9	New Melones Lake Calaveras	365,000	300,004	6,900	8,500	8,500
	The Commission reaffirms its position that the appropriations should be conditioned to provide that New Melones Reservoir shall be operated in accordance with the provisions of Decision 1422 of the State Water Resources Control Board. Commission urges expeditous acquisition of riparian habitat and flood easements downstream of the dam.					
10	Pajaro River; Uvas Carnadero Santa Clara	870 (285)	(260)	(0)	(0)	(0)
	The Commission has supported the project. The Corps has no need for fund request until general design memorandum has been reviewed.					
11	Red Bank and Fancher Creeks Fresno	(43,300) (3,200)	(0)	(0)	(0)	(0)
	Commission supportes funding when authorized.					
12	Sacramento River and Major and Minor Tributaries Several	11,900	11,306	200	200	200

Amounts in parentheses () are for pre-construction planning.

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
13	Sacramento River Bank Protection Several	$ 90,900	$ 39,957	$ 3,600	$ 3,600	$ 3,600
	Resources Agency 2/27/80 letter to Corps outlines State-federal mitigation program under which project can proceed.					
14	Sacramento River, Chico Landing-Red Bluff Several	11,600	6,040	0	0	0
	The Commission opposes funding for this project and recommends full funding for the Sacramento River and Tributaries Bank Protection and Erosion Control Investigation. The State Budget does not include money for the State share of the costs of this project.					
15	San Francisco Bay to Stockton Ship Channel	199,000	8,434	250		
	(a) West Richmond Maneuvering Basin				250	250
	(b) Pinole Shoals				250	250
	(c) Stockton Ship Channel					1,100
15A	Sacramento Ship Channel				400	400
	Commission supports legislation to provide that the Sacramento Ship Channel detailed engineering and design studies shall include hydraulic and salinity studies of an undistorted scale model of a sill or similar structure in the vicinity of Carquinez Strait. The Commission supports the execution of a memorandum of understanding among federal, state and local agencies regarding the conduct of the scale model studies.					
16	San Luis Rey River San Diego	20,000 (2,000)	(1,164)	(400)	(400)	(400)

Amounts in parentheses () are for pre-construction planning.

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
17	Santa Maria Levees Rehabilitation Santa Barbara	$ 10,900	$ 6,075	$ 2,000	$ 2,000	$ 2,000
	Department of Fish and Game will need funds for post project evaluation.					
18	Santa Paula Creek Ventura	31,800	3,982	250	250	250
19	Sweetwater River San Diego	16,500	1,314	0	0	0
	State opposes unless Gunpowder Point is acquired and managed in a manner similar to lands purchased for mitigation and preservation.					
20	Walnut Creek Contra Costa	69,300	26,481	15,000	5,150	5,150
21	Wildcat and San Pablo Creeks Contra Costa	12,350	1,800	0	0	0
	Project has been deferred due to lack of local interest.					
	Phase I Studies					
22	Calleguas Creek Phase I	36,500 (420)	(120)	(0)	(0)	(0)
	Commission has supported the project. Corps has no need for fund request until Phase I report is reviewed.					

Amounts in parentheses () are for pre-construction Planning.

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
23	Morrison Creek Phase I Sacramento	$ 77,600 (720)	(300)	(500)	(500)	(500)
24	Santa Ana River Main Stem Phase I Several	907,000 (1,420)	(1,420)	(0)	(0)	(0)
	Commission supports Alternative 6, the All River Protection Plan including the preservation of the 100-acre marsh at the mouth of the Santa Ana River. Corps has no need for fund request until Phase I report is reviewed.					
	SURVEYS					
25A	Carmel River Monterey	785	785	0	0	0
	Corps has no need for fund request until feasibility report is reviewed.					
26	Eel River Humboldt, Mendocino	1,595	460	0	200	200
	The Commission supports funds for this study provided the Division Engineer modifies the study as stated below in his 27 February 1979 directive to the District Engineer, San Francisco.					
	1. Subject reconnaissance report (Plan of Study) is approved subject to elimination of proposed studies of dams, reservoirs or other water impoundment structures on the Eel River tributaries in those areas discussed in Section 5093.57 of the California Wild and Scenic Rivers Act. Information on these types of structures for the Eel River main stem and those portions of tributary streams listed in Section 5093.54(d) will be appended to the final report in summary only, and will be limited to a listing and brief discussion of information taken from previous studies.					

Amounts in parentheses () are for pre-construction planning.

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
27	Guadalupe River Santa Clara, Alameda	$ 1,463	$ 1,463	$ 0	$ 0	$ 0
	Commission has supported investigation. Corps has no need for fund request until feasibility report is reviewed.					
28	Los Angeles County Drainage Area Los Angeles	3,050	1,236	457	457	457
	Commission supports $15 for fish and wildlife studies.					
29	N. California Streams Several	6,240	5,677	175	275	275
	Commission feels the Colusa levee study and Russian River gravel mining study should be given top priority. The Garden Bar Reservoir study should be undertaken only if the investigation is funded at a level in excess of $175,000.					
30	Sacramento River and Tributaries, Bank Protection and Erosion Control Several	2,250	1,335	500	500	500
	This investigation could serve as a vehicle to resolve some of the environmental issues surrounding bank protection work. The Commission supports adequate funding to ensure that the study is responsive to all issues including developing construction techniques and maintenance standards which will minimize adverse environmental impacts. Commission recommends completing survey in 1981-82.					

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
31	Sacramento-San Joaquin Delta Several	$ 1,441	$ 1,266	$ 175	$ 175	$ 175
32	San Diego County Streams San Diego	1,889	1,589	300	300	300
	Commission supports $15 for fish and wildlife studies.					
33	San Francisco Bay and Sacramento-San Joaquin Delta Water Quality and Waste Disposal Several	7,005	5,238	0	50	250
	Commission supports proposed memorandum of understanding among federal, state and local agencies on scope of the investigation and will review status of M.O.U. in approximately three months.					
34	San Francisco Bay Shoreline Several	1,465	300	0	350	350
	Commission support conditioned on a State-Corps letter of understanding that initiation of Phase II Studies will not begin until after review of Phase I studies, including an appraisal evaluation of tidal flooding in the Suisun Marsh.					
35	San Joaquin River Basin Several	6,050	3,573	1,000	1,000	1,000

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
36	San Leandro Bay Alameda	$ 600	$ 50	$ 0	$ 0	$ 150
37	San Lorenzo River Santa Cruz	420	150	0	100	0
39	Santa Ana River and Orange County Riverside, Orange, San Bernardino	6,320	5,177	300	350	600
	Commission supports funding adequate to accelerate the investigation.					
40	Walnut Creek Basin Contra Costa	800	574	0	0	0
41	Whitewater River Riverside	2,270	2,040	230	230	230
	Commission supports $25 for fish and wildlife studies.					
41A	Statewide Assessment of Flood Plain Management in California			0	0	150

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
	RECLAMATION PROGRAMS	$	$	$	$	$
	Pit River Division					
42	Allen Camp Reservoir Advance Planning Modoc, Lassen	69,085	(513)	0	0	0
	Sacramento River Division					
43	Tehama-Colusa Canal and Facilities Tehama, Glenn, Colusa, Yolo	197,128	151,318	14,272	14,272	14,272
44	Tehama-Colusa Canal Distribution System Glenn, Yolo	63,822	26,007	14,556	14,556	14,556
45	Tehama-Colusa Fish Fac. Red Bluff Recreation Area Tehama	21,543	20,854	0	0	0
46	Permanent Operating Facilities Tehama, Glenn	5,430	5,198	813	813	813

Amounts in parentheses () are for pre-construction planning.

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
47	Corning Canal Relift Pumps, Safety Fencing and Automation of Tehama Colusa Canal Tehama	$ 2,590	$ 1,381	$ 679	$ 679	$ 679
	Commission recommends that WPRS improve fish screens at the Red Bluff diversion dam, study overall problems encountered by salmon at the diversion, and provide fencing or other measures along the canal to protect wildlife.					
	Auburn-Folsom South Unit					
48	Auburn Dam and Reservoir	961,896	227,338	771	771	771
49	Auburn Power Plant Placer	151,824	8,200	50	0	0
50	Auburn Power Plant Switchyard Placer	8,754	124	0	0	0
51	Recreation Facilities Placer	16,747	6,131	0	0	0
52	Fish and Wildlife Studies		0	0	0	0
	The Commission supports these appropriations recognizing the Water and Power Resources Service will not proceed with the construction of Auburn Dam unil the State has determined the dam to be seismically safe.					

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CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
53	Foresthill Divide (Sugar Pine Dam) Placer	$ 41,956	$ 25,177	$ 10,799	$ 10,799	$ 0
54	Folsom South Canal	227,143	39,881	0	0	25
	Funds would be used for negotiations of reallocation of contracted water supplies.					
55	Service Facilities		3,549	0	0	0
	San Luis Unit					
56	San Luis Canal-Flood Protective Work and subsidence correction	38,984	26,936	1,000	1,000	1,000
57	Other San Luis Facilities (O'Neill P.P. and San Luis Canal Turnouts) Several	27,700	25,973	850	850	850
58	Relift Pumping Plants and Turnouts-Westlands WD Merced, Fresno, Kings	69,500	40,266	500	500	500
59	San Luis Drain Several	208,000	41,504	4,800	4,800	0

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
60	Westlands WD Distribution System Several	$220,000	$156,361	$ 3,094	$ 3,094	$ 0
61	Westlands WD Drainage Collector System Drain Several	75,600	15,154	2,000	2,000	0
62	Service Facilities Several		715	0	0	0

Since the Water and Power Resources Service will have expended all funds allowed under the Westlands monetary authorization, the Commission reaffirms in general the recommendation of March 2, 1978 when the Commission opposed additional funds for the Westlands Project until the following three recommendations of the San Luis Unit Task Force have been implemented:

1. The features of the Unit are properly authorized by Congress.

2. The water service, distribution system, and San Luis Drain contracts with Westlands are amended to include the payment provisions recommended by the Task Force.

3. The Water and Power Resources Service agrees that the federal Central Valley Project and the State Water Project will be operated to meet the identical water quality standards in the Delta.

Reclamation law contains explicit provisions on residency and acreage limitation. The Commission's support of the Westlands Project will be contigent upon enforcement of reclamation law by Water and Power Resources Service.

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
	Miscellaneous Project Facilities					
63	Delta-Mendota Canal Raise Lining and Rehabilitation Merced	$ 73,600	$ 67,461	$ 4,500	$ 4,500	$ 4,500
64	Friant-Kern Canal Rehabilitation and Betterment Work Several	96,057	93,678	1,425	1,425	1,425
65	Trinity River	7,620	6,830	825	825	825
65A	Trinity River Buckhorn Mountain Project Trinity, Humboldt	3,500		0	0	3,500
	Commission supports authorization and funding.					
	San Felipe Division					
68	Pacheco Tunnel Continue Construction Merced, Santa Clara	70,292	38,538	14,881	14,881	15,000
69	Pacheco Pumping Plant and Switchyard	33,200	2,538	300	1,800	5,000

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
70	Pacheco Conduit	$ 34,300	$ 972	$ 500	$ 1,050	$ 1,050
71	Santa Clara Facilities Santa Clara	84,700	7,004	900	10,200	10,200
72	Hollister Conduit	17,900	2,426	1,650	1,950	1,950
73	Transmission Facilities	4,250	400	10	10	10
74	Other features Pre-construction Several		416	75	75	75

The Commission urges the Congress to provide that diversions of water from the Delta by the Water and Power Resources Service be subject to federally approved Delta water quality standards. The Commission affirms that it is desirable that the WPRS operation in the entire area conform to provisions of reclamation law, including those provisions which relate to residency and acreage limitations.

Other Projects

78	Georgetown Divide PUD Rehabilitation and Betterment	4,000	1,594	1,655	1,655	1,655

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
79	Contra Lom Res. Rec. Facilities Contra Costa	$ 124	$ 112	$ 12	$ 12	$ 12
	Local sponsor matches federal funds.					
80	Orland Project Safety of Dams Glenn	6,784	2,235	1,549	1,549	1,549
81	Coachella Canal Replacement (Lower Colorado Region) Imperial	47,037	43,490	3,539	3,539	3,539
	Department of Fish and Game will require post project evaluations.					
81A	Santa Margarita (Lower Colorado Region) San Diego					100
	Support funding to update feasibility and environmental studies.					
	Commission supports $25 for fish and wildlife studies.					
	Loan Program					
82	Alpaugh Irrigation District Kern, Tulare	1,397	697	691	691	691
84	Glenn-Colusa Irrigation District Glenn, Colusa	16,985	14,250	2,735	2,735	2,735
84A	San Benito County Water Conservation and Flood Control District San Benito	19,970	0	0	200	200

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
88	Yolo-Zamora Water District Yolo	$	$ 0	$ 0	$ 0	$ 0
	Commission supports funds when authorized.					
	Appraisal Investigations					
89	Boca-Prosser Powerplants Nevada County	207	131	5	65	65
	Commission supports funding adequate to accelerate the investigation.					
90	Red Bluff Diversion Dam Powerplant Tehama County	153	121	5	5	100
	Commission supports funding adequate to accelerate the investigation. Commission supports $50,000 for fish and wildlife studies identified under Items 43-47, Tehama Colusa Canal.					
91	Keswick Powerplant Enlargement Shasta County	117	87	25	25	30
92	Stony Gorge-East Park Powerplants Glenn County	139	114	21	21	50
	WPRS should coordinate this investigation with the State's investigation of the proposed Glenn Reservoir.					

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
	Feasibility Investigations					
93	Kellogg Unit Reformulation Delta Division Contra Costa	$ 525	$ 0	$ 0	$ 120	$ 120
	Commission supports authorization and funding of feasibiity investigation of Los Vaqueros Reservoir and relocation of Contra Costa Canal intake.					
	State and WPRS are drafting a letter of intent to enter into a joint investigation of the Las Vaqueros-Kellogg project including relocation of Contra Costa canal intake. Commission supports $10 for fish and wildlife studies.					
94	Mid-Valley Canal Several	546	546	0	50	0
	Feasibility report will be completed in FY 80.					
94A	Shasta Dam Enlargement Shasta	7,000	0	0	500	500
	Authorization being considered by the Congress. State and WPRS signed 12/16/79 letter of intent to jointly study enlargement of Shasta Dam.					
96	Ventura County Water Project Ventura	816	812	0	0	0
	Commission has supported the investigation. WPRS has no need for funding request until Phase II studies are authorized.					

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
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97	West Sacramento Canal Unit Yolo, Solano, Lake, Napa	$ 653	$ 413	$ 130	$ 130	$ 130
	Commission supports funds for study of the project including adequate funding for fish and wildlife problems associated with the Red Bluff diversion dam, Tehama Colusa Canal and CVP water supply storage needs.					
	Special Investigations					
98	Minor work in connection with completed projects Several	1,192	219	157	157	157
99	Delta Support Studies Several	10,100	4,984	601	1,074	1,074
	Commission supports funds needed for the Bureau of Reclamation to catch-up in providing its share of the costs of these studies.					
99A	Delta Corn Requirements Study - San Joaquin	150		0	0	50
	Funds of $150,000 for 3-year study will allow USBR to equal State's contribution.					
99B	Peripheral Canal Environmental Impact Statement and Advanced Planning			0	0	400
99C	Suisun Marsh Facilities Solano County	18,500	0	0	0	2,500
	State has begun work on these facilities. Commission supports authorization and funding for federal participation.					

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
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NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
100	Environmental and Interagency Coordination Activities, Mid-Pacific Region Several	$ 9,642	$ 6,593	$ 516	$ 516	$ 516
101	Fish and Wildlife Management Study	827	200	371	371	371
103	Geothermal Resources (Lower Colorado Region) Several	16,924	8,752	60	60	88
	Commission supports $38 for fish and wildlife studies.					
104	Wind-Hydro Opportunities Study	452	50	105	105	200
	Commission supports funding adequate to accelerate the investigation.					
105	Technical Assistance to States	702	37	50	50	50
	Colorado River Salinity Control Project					
106	Paradox Valley Unit	51,001	8,804	3,027	3,027	3,027
107	Grand Valley Unit	146,025	14,747	6,289	6,289	6,289
108	Las Vegas Wash Unit Nevada	61,847	18,397	0	0	0
	Making restudy with available funds.					

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
109	Colorado River Water Quality Improvement Feasibility Investigations Multi-State	$ 29,780	$ 17,210	$ 240	$ 240	$ 240
	$240 is for California portion. Commission supports $25 for fish and wildlife studies.					
110	Study of New Water Resources for the Central Valley Project ($250 for water conservation and $200 for waste water reclamation).			0	0	450
111	Water Management Study (San Felipe Service Area) Santa Clara, San Benito			0	0	100
112	Solar Energy Opportunities Study			40	40	40
113	Energy Conservation Study			0	0	100
114	San Francisco Bay Area Regional Water Reuse Study Several	2,600	0	0	0	100
115	Lower Colorado River Water Conservation and Efficient Use Program Several	2,700	30	415	415	415
116	Palo Verde Hydropower Riverside	75	0	50	50	50

CALIFORNIA WATER COMMISSION

RECOMMENDATIONS
FEDERAL FLOOD CONTROL AND RECLAMATION PROGRAMS IN CALIFORNIA FOR FISCAL YEAR 1980-81
(In Thousands of Dollars)

NO.	PROJECT & COUNTY	TOTAL FEDERAL COST	ESTIMATED COSTS THRU 9/30/80	PRESIDENT'S BUDGET	FEDERAL CAPABILITY	COMMISSION FINAL RECOMMENDATION
117	Water Conservation Opportunities Imperial Irrigation Dist. Imperial	$ 840	$ 50	$ 455	$ 455	$ 455

STATEMENT OF THE
CALIFORNIA WATER COMMISSION*
BEFORE THE

U. S. SENATE, COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT (PUBLIC WORKS)
HONORABLE J. BENNETT JOHNSTON, CHAIRMAN

AND BEFORE THE

U. S. HOUSE OF REPRESENTATIVES, COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT (PUBLIC WORKS)
HONORABLE TOM BEVILL, CHAIRMAN

Mr. Chairman and members of the Committee: I am Scott E. Franklin, Chairperson of the California Water Commission, an official agency of the State of California. The Commission is composed of nine representative citizens from throughout the State who are charged by statute with representing State and local interests before this Committee.

I appreciate the opportunity to appear before you with the official recommendations of the State of California for fiscal year 1980-81 appropriations. As in the past, I am one of several California representatives planning to make a coordinated presentation. I will make a general statement highlighting our overall program and then introduce the various supporting representatives who will speak on behalf of specific projects.

As we enter this difficult era of the eighties, we still have visionary goals that make us optimistic about our future in the water resources field.

Although we see before us a time of limits and restrictions, we must not stop in our constant search for better and improved methods of using our finite resources.

We must concentrate our efforts carefully, selecting and managing those projects and studies that are most vital to our common goals, so that we may reap the greatest yield from our efforts.

We must include programs for finding and utilizing efficient, clean, and environmentally sound sources of energy.

Our specific recommendations are contained in the attached tabulation. I shall mention a few of the projects which reflect our efforts to develop environmentally sensitive projects through extensive public participation.

Energy is in critically short supply and new and innovative projects are needed, such as small hydro, solar, geothermal, cogeneration and biomass technology. We have encouraged installation of hydro-electric generators at existing facilities as just one innovative approach to our ever increasing energy needs. As a matter of fact, State studies to date show some 400 sites where generators could be fitted to existing structures to create a total of about 2.5 billion kilowatt hours of energy a year--enough to supply residential needs of a million people and save 4.3 million barrels of oil per year. About one-half of that potential generating capacity presently is feasible for development. We, therefore, confirm our commitment to such programs now.

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*Presented by Scott E. Franklin, Chairperson, California Water Commission in Washington, D. C., on March 27, 1980

Water storage and flood control projects are also of utmost importance to California. As you may know, California was hit hard by two devastating storms in January and February, causing flooding and other severe storm damage throughout most of the State. The Sacramento-San Joaquin Delta region suffered its worse damage in 25 years. It demonstrated the need to carry forward flood control programs such as the Sacramento-San Joaquin Delta investigation.

The storms left a trail of destroyed homes, washed out roads and bridges, disrupted utilities and transportation services, and closed schools and recreation areas. In addition, thousands of people were forced to evacuate their damaged homes. We are not out of the woods yet. The Sierra-Nevada snowpack continues to grow. In a normal year this snowpack would be water in the bank for the summer irrigation season, but this year a warm, high elevation storm or unseasonably warm temperatures could reduce this snowpack to flood-producing runoff.

The floods demonstrated that the many completed flood control programs, performing as designed, hold to a minimum the losses of life and property which would have otherwise occurred. They also demonstrated the value of the Federal Flood Insurance Program. These events continue to remind us that California will require a vigorous flood control program for many years.

California's Secretary for Resources and the Corps of Engineers have agreed on a program for the Sacramento Bank Protection Project. This ends a long State-Federal controversy. We are supporting funding in accordance with the settlement.

The Corps of Engineers is proceeding with a demonstration program for riverbank stabilization on the Sacramento and other rivers. The program gives consideration to enhancement of the environment. We support this effort.

I wish to emphasize that the Dry Creek (Warm Springs Lake) and San Felipe projects are now moving ahead. These projects have been subject to much public debate and scrutiny. As a result they are environmentally sound. Any delay resulting from efforts of the Administration to trim the budget will increase the costs of the projects and delay benefits to the people.

The same is true for the Santa Ana River All River flood control project, Cottonwood Creek Reservoir and Red Bank and Fancher Creeks. Planning for these projects is complete or nearing completion. We support timely construction of the projects.

The Commission also wishes to support joint Federal-State efforts to cooperate in feasibility studies and planning efforts such as the recently drafted letter of intent for the Los Vaqueros-Kellogg Project and work begun on the Suisun Marsh facilities as a protective measure for fish and wildlife resources. We support construction of the Buckhorn Mountain debris dam on the Trinity River. The dam and assorted programs will provide stream rectification for the Trinity River Division of the Central Valley Project. We urge authorization and funding for Federal participation in these programs.

We are also supporting funding and authorization of a feasibility investigation of enlarging Shasta Reservoir. The project could have stored the recent floods and made the water available for the Federal Central Valley Project and the State Water Project.

The investments made today will not only provide immediate benefits, but also savings for the future. The projects we can complete today will save billions of inflated dollars tomorrow and eliminate waste of our precious natural resources.

I urge this Committee to favorably consider our recommendations for appropriations for California's energy, flood control, and water resources programs in fiscal year 1980-81.

I would like to have my statement and the attached tabulation made a part of the record. Now, with your permission, Mr. Chairman, I will present the other representatives from California's State and local agencies.

STATEMENT OF DAVID KATZ

Mr. KATZ. Mr. Chairman, members of the committee:

I am David Katz, President of the State Reclamation Board, a State agency with responsibility for furnishing the required Federal assurances for channel and levee projects in the Central Valley of California.

We have a direct and continuing interest in providing an integrated and complete system of flood protection by means of both reservoirs and channel and levee projects. I have submitted a written report for the record and due to the limited time available, I will touch only on the highlights of that report in my oral testimony.

In the Sacramento Valley the Sacramento River Bank Protection Project is vital to the preservation of the great Sacramento River system.

We are sharing the costs on a ⅓ State-⅔ Federal ratio and strongly urge the approval of $3,600,000 for this project.

We are not supporting any funds for the Chico Landing to Red Bluff Project until: (1) The Bank Protection and Erosion Control Investigation is completed; (2) Congress authorizes fish and wildlife mitigation as part of the cost of any future units; and (3) the Corps of Engineers modifies assurance agreements with the Board and the counties to incorporate such legislative changes and the Corps agrees to prepare an Environmental Impact Statement that addresses site specific as well as accumulative impacts of any new suit.

Construction of the Cottonwood Creek Project, which is on the largest uncontrolled tributary of the Sacramento River, would provide badly needed flood control benefits to the Sacramento Valley. A $1,400,000 appropriation is badly needed for this project.

We would also like to express our support for Merced County Streams and Sacramento River, Major and Minor Tributaries Projects.

Several of the proposed Surveys and New Starts are also vital to California. Probably the most important to our area of interest is the Sacramento River and Tributaries Bank Protection and Erosion Control Study, which Mr. Johnson mentioned.

Results of this study will provide necessary information for a comprehensive treatment of 312 miles of the Sacramento River from Collinsville to Shasta Dam. Funding for full Corps of Engineers capability of $500,000 is strongly recommended.

As indicated in our statement which was submitted for the record, we are in support of a number of projects not discussed in this brief oral presentation due to time limitations.

We would urge, however, that full consideration be given to all recommendations contained in the written statement.

I wish to thank the committee for providing me this opportunity to express the views of my board and would ask that this statement as well as the written report previously referred to be made an official part of the hearing record.

[The information follows:]

STATEMENT OF THE CALIFORNIA RECLAMATION BOARD

Mr. Chairman, Members of the Committee, I am David Katz, President of the California State Reclamation Board, a State agency with responsibility for furnishing the required Federal assurances for channel and levee projects in the Central Valley of California. We have a direct and continuing interest in providing an integrated and complete system of flood protection by means of both reservoirs and channel and levee projects. I have submitted a written report for the record and due to the limited time available, I will touch only on the highlights of that report in my oral testimony.

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STATE OF CALIFORNIA

THE RESOURCES AGENCY

THE RECLAMATION BOARD

FLOOD CONTROL RECOMMENDATIONS

IN THE

CALIFORNIA CENTRAL VALLEY

FISCAL YEAR 1981

Presented to

UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS, SUB-COMMITTEE ON
ENERGY AND WATER DEVELOPMENT

HONORABLE TOM BEVILL, CHAIRMAN

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THE RECLAMATION BOARD
RESOURCES AGENCY
STATE OF CALIFORNIA

SUMMARY OF RECOMMENDATIONS
(in thousands of dollars)

Corps of Engineers Project	Estimated Corps' Capability	President's Budget 1981	Reclamation Board Recommendations For 1981
I. Construction and Advance Planning			
Bear River	$ 0	$ 0	$ 0
Cottonwood Creek	1,400	1,400	1,400
New Melones Lake	8,500	6,900	8,500
Merced County Streams	1,300	1,300	1,300
Morrison Creek Streams	500	500	500
Sacramento River Major and Minor	200	200	200
Sacramento River Bank Protection	3,600	3,600	3,600
Sacramento River Chico Landing to Red Bluff	0	0	0
Red Bank and Fancher Creeks	0	0	0
TOTAL	$15,500	$13,900	$15,500
II. Surveys and New Survey Starts			
Northern California Streams	$ 275	$ 175	$ 275
Sacramento River and Tributaries Bank Protection and Erosion Control	500	500	500
Sacramento-San Joaquin Delta	175	175	175
San Joaquin River Basin	1,000	1,000	1,000
TOTAL	$1,950	$1,850	$1,950
U. S. Water and Power Resources Service Project			
Auburn Dam and Reservoir	$ 771	$ 771	$ 771

The Reclamation Board, as the State agency which furnishes required local assurances for Federal levee and channel projects in the Central Valley of California, respectfully submits this statement in support of appropriations of Federal funds for accomplishment of flood control works.

The Reclamation Board recommends and strongly urges appropriations of funds in the amounts listed in the Summary. Each of the projects are described briefly in the following text. In some instances our recommendations contain conditions which are also set forth herein.

I. Construction and Advance Planning -

A. Bear River Project:

The adopted plan would provide flood protection and trail oriented recreation opportunities to the Linda and Olivehurst areas.

Since the Corps has zero capability for this year, we recommend zero appropriation for 1981 for the Bear River Project.

B. Cottonwood Creek:

The 1979/80 flood season again indicated the need for flood control on Cottonwood Creek, the largest uncontrolled tributary of the Sacramento River below Shasta Dam. We recommend an appropriation of $1,400,000 in 1981 for the project.

C. New Melones Lake:

New Melones Lake was authorized by the 1944 and 1962 Flood Control Acts. We recommend appropriation of $8,500,000 in 1981, with the high priority work being land acquisition and downstream flood easements.

D. Merced County Streams:

This project, authorized in 1970, will provide flood protection for Castle Air Force Base, the City of Merced and adjacent suburban and agricultural lands.

We urge the completion of the planning studies in 1981/82. The State and County will acquire easements for fish and wildlife mitigation.

The Merced County Streams Project will benefit the State Project by channeling the flood waters into the Eastside Bypass, which was constructed by the State of California in the late 1950's. We strongly urge appropriation of $1,300,000 in the Budget for 1981.

E. Morrison Creek Stream Group:

A study of Morrison Creek and its tributaries was authorized in 1963. The study area includes Morrison Creek, its principal tributaries, which are Elder and Laguna Creeks and various smaller streams. Runoff from the stream group area drains into the Sacramento-San Joaquin Delta. The drainage area includes portions of Sacramento and adjoining suburbs.

The County of Sacramento is in the process of establishing flood plain management along portions of the Morrison Creek Stream Group. In addition, the County has purchased some property within the project area for park purposes. These two actions will cause substantial changes in the original authorized plan. We recommend appropriation of $500,000 in 1981 for this project.

F. Sacramento River and Major and Minor Tributaries:

Improvement of Sacramento River and Major and Minor Tributaries was authorized in 1944 and further amended in 1950. The bypass levee revetment features of the project will provide protection to flood plains adjacent to the bypasses and will decrease requirements for levee repairs under emergency conditions. We recommend appropriation of $200,000 in 1981 for this project.

G. Sacramento River Bank Protection:

The project, authorized in 1960, is a long range, Federal-State effort, aimed at preserving the existing project levee system of the Sacramento River. These existing levees, which offer flood protection to the Central Valley over a reach of 185 miles, are very old and they are subject to constant erosion. Since 1963 some 567,000 lineal feet have been strengthened. On this project all costs are shared with the Federal Government paying two-thirds and the State one-third. We strongly recommend appropriation of $3,600,000 for 1981 for the Sacramento River Bank Protection Project.

H. Sacramento River - Chico Landing to Red Bluff

The project authorizes the construction of bank protection and minor channel improvements along the Sacramento River between Chico Landing and Red Bluff.

We are hopeful that the Sacramento River Erosion Control and Bank Protection Study will develop more acceptable approaches to bank protection and help to resolve some of the environmental issues surrounding bank protection. The Board recognizes the need to provide Federal participation in mitigation and in site specific environmental documentation. Until this is provided, the Board opposes funding any additional units on this project.

I. Red Bank and Fancher Creeks:

Red Bank and Fancher Creeks cause flooding to the Fresno - Clovis metropolitan area. The existing flood detention reservoir and drainage improvements constructed by the local flood control district do not provide an adequate degree of protection. Possible solutions include flood detention reservoirs, enlargement of existing reservoirs, channel improvement and stream diversion. We support authorization of the Red Bank and Fancher Creeks Project and will support funding when authorized.

II. Surveys and New Survey Starts -

A. Northern California Streams:

This project, authorized in 1958 and 1962, is a study of all the streams in Northern California flowing into the Pacific Ocean, including the Sacramento River and its tributaries in regard to flood management. measures.

The flood events of the past demonstrate the continuing need for flood management measures in the basin and growing water requirements show the need for water conservation measures. We recommend appropriation of $275,000 for 1981.

B. Sacramento River and Tributaries - Bank Protection and Erosion Control:

This study, authorized in 1970, is an investigation of erosion problems along some 312 miles of the Sacramento River from Collinsville to Shasta Dam and along the lower reaches of the principal tributary streams.

The study will consider protective measures and methodology to stabilize stream channels, reduce bank erosion and preserve riparian vegetation. We strongly recommend appropriation of $500,000 in 1981.

C. Sacramento - San Joaquin Delta:

This study, authorized in 1950, is to determine the advisability of reclaiming certain tracts continually subject to inundation by tidal actions and to consider closing some channels to flood flows and navigational use in order to reduce levee maintenance. In October 1973 the State of California requested that the Delta study be resumed and a report be prepared by the Corps of Engineers to determine the extent of Federal participation in saving and improving Delta levees. We recommend appropriation of $175,000 for 1981 for continuation of this study.

D. San Joaquin River Basin:

This study, authorized in 1964 and initiated in 1968, encompasses the southern portion of the Central Valley, including part of the Delta - Central Sierra area and all of the San Joaquin and Tulare Lake Basins. The study will investigate the problems of flood control, irrigation, municipal water supply, power, recreation, fish and wildlife and water quality. We recommend appropriation of $1,000,000 in 1981 for continuation of this study.

U. S. Water and Power Resources Service

Auburn Dam:

The Board supports the need for Auburn Dam studies and expenditure of funds for the project pending redesign and a finding by the State that a safe dam can be constructed.

We recommend appropriation of $771,000 in 1981 for this project.

Mr. BEVILL. I just noticed our distinguished colleague and friend, Congressman Mineta, is in the committee room. He is going to be testifying later. You just proceed.

STATEMENT OF RICHARD NORTON

Mr. NORTON. Thank you, Mr. Chairman.

I am Richard W. Norton, Acting General Manager, Sonoma County Water Agency, appearing in support of appropriation for the Russian River Project, Warm Springs Dam (Dry Creek).

I submitted a written statement for the record.

Mr. BEVILL. It will be made part of the record.

[The statement follows:[

Statement of the

SONOMA COUNTY WATER AGENCY
Santa Rosa, Sonoma County, California

Presented to the

HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT
HONORABLE TOM BEVILL, CHAIRMAN

in support of

Public Works Appropriations
for Fiscal Year 1981 for the

RUSSIAN RIVER PROJECT - WARM SPRINGS DAM (DRY CREEK)
and
NORTHERN CALIFORNIA STREAMS (SURVEY)

March 27, 1980

Statement of

Richard W. Norton, Acting General Manager
Sonoma County Water Agency

in support of appropriation for

Russian River Project Warm Springs Dam (Dry Creek)

The Sonoma County Water Agency requests your Committee and the Congress of the United States to approve the President's budget for the Warm Springs Dam (Dry Creek) Project in the amount of $32,980,000. These funds are necessary to service the ongoing construction contract for the dam and spillway facilities and to provide for relocating roads that will be inundated by the reservoir and for commencement of recreation facilities.

Much of the project has been completed. The dam and spillway work is well along and the fish hatchery will soon be operational. Project lands have been acquired. It is estimated that 174 of the 245 million dollars in project cost will have been expended by the end of this fiscal year.

Over the past nineteen years, we have annually represented to you our support for the Warm Springs project. We have recounted the floods and the droughts and projected the huge benefits that the project will amass in mitigating these events. We have extolled the recreation potential of the project based on our personal observations of the regional recreation benefits which have resulted from the Coyote Dam Project. We have made these presentations to you believing that they represented the interests and desires of our community, even though the project has been under unceasing attack.

A dedicated group of individuals in opposition to the project have subjected Warm Springs to almost every imaginable challenge in a succession of legal and political moves over the past decade. Last November, this battle apparently ended when the matter was voted on in Sonoma County. By almost three to one, our electorate supported the Warm Springs project. We can therefore unequivocally represent to you Sonoma County's support of Warm Springs and our willingness and ability to fully meet our local obligations to repay the costs of the water supply features of the project.

Once again, we thank you for your past support of the Warm Springs project and request your continuing support in project funding.

Northern California Streams (Survey)

The President's budget includes the sum of $175,000 for Fiscal Year 1980-81 to continue the study of Northern California Streams. The budget amount is for two study projects in the Sacramento Valley. The Sonoma County Water Agency respectfully requests that the budget item be increased by $100,000 to a total of $275,000 to provide additional funding for the Russian River Basin Study.

The Russian River Basin Study has as its study objectives "to review the reports on the Russian River, California, published in House Document No. 547, 87th Congress, and previous reports, with a view to determining whether any modifications are necessary for water quality and protection and enhancement of the environment, including, but not limited to, preserving free passage at the mouth of the river, summer and recreational-type dams, operation of existing structures on the river, preservation and enhancement of the fishery,

sediment influx and transport, gravel mining in the flood plain, land use related to flood plain management, water quality releases from Coyote and Warm Springs Dams, and effects of channel improvement and stabilization."

Dry Creek from the outlet of the Warm Springs project to the Russian River bisects a rich valley well suited to raising varietal grapes. The channel has severely eroded adjacent prime farmland due in part to removal of gravel from the streambed. While the Corps has performed some studies on sediment transport in this area, additional study is required to define the situation which will exist after Warm Springs Dam is operational. At present, we do not know what effect the change in streamflow will have on gravel deposits; that is, which reaches of channel may downgrade and which reaches will aggrade. This information is necessary to land use planning and decisions relating to maintenance of the riparian corridor and the extent and type of channel stabilization to be installed along Dry Creek as part of the Warm Springs project.

The Corps has funding to complete the Russian River Basin study, not including the Dry Creek gravel study, and has indicated a capability of $100,000 for the added increment. Funding to the Corps capability is requested so that the study will be well underway before Warm Springs Dam is operational.

Mr. NORTON. Back in 1964 when we signed an agreement for the water supply portion of that project, it was supposed to be done six years later and now it is sixteen years later. We are getting a little optimistic, the dam is under construction and the amount of money that is requested in the President's budget is going to be enough to keep that project going.

We certainly are supportive of the $32,980,000 in the President's budget. We hope you will be.

Thank you for your support.

Mr. BEVILL. Thank you, Mr. Norton.

Mr. Henley?

STATEMENT OF ALBERT HENLEY

Mr. HENLEY. I am General Counsel of the Santa Clara Valley Water District and I am also representing four public agencies in the four-county service area of the San Felipe Division, Central Valley Project.

I have a written statement which I ask permission to submit it.

Mr. BEVILL. Permission is granted.

[The statement follows:]



SAN FELIPE DIVISION, CENTRAL VALLEY PROJECT

A A L

SAN FELIPE COMMITTEE

5750 ALMADEN EXPRESSWAY • SAN JOSE, CALIFORNIA 95118 • TELEPHONE: (408) 265-2600

STATEMENT

OF

SAN FELIPE COMMITTEE

By Albert Henley

March 27, 1980

Before the

United States House of Representatives
Committee on Appropriations
Sub-Committee on Energy and Water Development
Honorable Tom Bevill, Chairman

SUMMARY

The San Felipe Committee requests augmentation of the President's Budget Figure as the FY 1980-81 appropriation for continued construction, San Felipe Division, CVP, as follows:

WPRS Capability	$29,966,000
President's Budget FY '80-81	18,316,000
Proposed Addition	$11,650,000

Mr. Chairman:

My name is Albert Henley. I represent the San Felipe Committee.

The San Felipe Committee is comprised of four public agencies in the four-county service area of the San Felipe Division, Central Valley Project.

The time is past when it is necessary or useful to take the time of the Committee in describing the San Felipe Division and detailing its manifold virtues. It has survived the critical review of the State of California's Water Commission and Department of Water Resources. It is a project the Carter Administration supports after careful consideration. It is badly needed and must be completed.

The contractor doing the major tunnel work is working with speed and efficiency. The local taxpayers have accepted and are moving on a heavy construction program in order that the facilities necessary to receive and put to use the federal water will be ready. Our commitments have been made in reliance on orderly and adequate appropriations to keep the federal work in step. Just as the United States must complete the system and deliver water in order to be repaid its cost, so must we be ready to take and use the water in order to secure the income to support our connecting, simultaneous work where that work has been funded by a sale of revenue bonds or by a loan.

The Santa Clara Valley Water District will be selling $21 million in revenue bonds on April 1 of this year and has received very favorable construction bids on the first substantial portion of the local distribution system necessary to convey the federal water to the point of use. This portion consists, basically, of 72" and 78" pipelines. The lines are buried except for a section which traverses an Indian burial ground. There the District is placing the line in a surface berm to avoid disturbing the human remains and associated artifacts. The award of this contract will result in $10 million worth of work completed or under construction with

additional work in the amount of $20 million expected to be underway by the fall of 1981. Even this, however, represents only a portion of the approximately $100 million in local money the District is scheduled to spend for construction between now and the expected and necessary delivery of San Felipe water in 1987.

The San Benito County Water Conservation and Flood Control District is preparing to construct some 73 miles of pipelines for local distribution of San Felipe water. The District has applied for (and has received extremely heavy voter approval of) a proposed P.L. 130 loan to fund that construction. An allocation of $200,000 of that loan (in total $19,900,000) is being sought to be allocated from FY 1980-81 appropriations to permit a start in preparation of final construction plans.

We therefore see it as good business practice and the opposite of extravagance to make the federal investment at a normal, expectable rate which will not leave us waiting, burdened with an unproductive local improvement.

We are advised, as we understand the Committee is advised, that the Service has the capability of efficient expenditure in FY 1980-81 of $29,966,000.

This represents an augmentation as shown:

Capability	$29,966,000
President's Budget FY 80-81	18,316,000
Proposed addition	$11,650,000

Mr. Chairman and Members, we respectfully and most urgently request a favorable consideration of augmentation of the President's Budget figure to the level of Service capability. We have appreciated the courtesy of your attention.

Albert Thomas Henley

Albert Thomas Henley
Legislative Representative

Mr. HENLEY. In my brief oral presentation I would like to leave one consideration with you and that is that we recognize that we are asking for an augmentation to the full capability and that this is a request in these circumstances which requires special reasons. Among them the one I would like to advance at this time for your review is that the Federal construction is not proceeding alone. It is proceeding in tandem with local construction which requires an enormous, from my point of view, debt which we are taking upon ourselves.

If the Federal construction is late, we will find ourselves saddled with a nonproductive system locally which loses revenue and will not permit us to meet our obligations.

We hope Federal construction will proceed in an orderly manner.

I thank you, Mr. Chairman.

Mr. BEVILL. Thank you.

CALIFORNIA PROJECTS

WITNESS

HON. NORMAN Y. MINETA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. We will now hear from our good friend and colleague, Congressman Mineta, one of the most effective Members in the Congress.

STATEMENT OF CONGRESSMAN MINETA OF CALIFORNIA

Mr. MINETA. Thank you, Mr. Chairman.

I am pleased to be before the Subcommittee on Energy and Water Development.

Mr. Chairman, as Mr. Henley has pointed out, the San Felipe Division is a very important water project for our area. It is important not only for Santa Clara County but for San Benito and eventually Monterey County as well.

One of the things that I would like to stress is the importance in maintaining momentum from the Federal share of construction. If we don't have the Federal funds, there will be a tendency for the construction to lose momentum and with construction costs escalating as they are, we are afraid that the contractor will have to stop at that point and wait until after the start of the new fiscal year to pick up on it.

That loss in momentum results in much more than just lost dollars. It is manpower that is set aside and then the learning curve again going back to the job.

On top of that we do have, as Mr. Henley has pointed out, the local construction portion of the project voted upon by the electorate in the county in order to have that in-county distribution system.

I think it is important that we assure that the Federal investment is moving forward. Otherwise, with the local improvement proceeding ahead of the Federal share, we will end up with a local project that is unproductive.

If there is anything voters are sensitive about today it is the fact that they commit themselves to doing some project and then find that project lying idle. So, I would hope we would assure that the momentum in the Federal share of the San Felipe project continues moving forward.

The second project which the chairperson of the Santa Clara Valley Water District, Linda Peralta, on my left, and Mr. Esau, the Assistant General Manager, on the right end of the table, will be testifying about, is the San Francisco Bay Shoreline study.

This project is one where land subsidence has been a serious problem. Such subsidence brings about salt water intrusion and creates a very serious problem.

I would hope that the committee would take a very serious look at these two projects. Again, I would like to thank you and the members of the committee for your courtesy to the whole delegation.

Mr. BEVILL. We appreciate your fine statement, Congressman.

STATEMENT OF LINDA PERALTA

Ms. PERALTA. We have submitted a formal statement for the record so my comments will be brief.

Funds are not included in the President's budget for the San Francisco Bay Shoreline Study that impact heavily on Santa Clara County even though there is an urgent need to at least identify the hazards from tidal innundation. Local agencies have neither the resources nor the geographical scope to deal with this problem which affects the entire San Francisco Bay region.

The issue here is land surface subsidence and the subsequent tidal innundation that is a threat of annual concern. The potential damage grows with each passing year.

I think the most graphic example I can present to you is the fact that we have a boat club, literally two stories high, that was constructed in the thirties. Due to subsidence, one must now climb to the roof of that building just to view the bay.

We urgently request that the committee recommend augumentation of the FY '81 Corps of Engineers appropriation by $350,000 for this very vital study.

I would also like to add that the local support for this project is very strong.

Thank you.

Mr. BEVILL. Thank you for a very fine presentation.

[The statement follows:]



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STATEMENT

OF

LINDA PERALTA CONWAY

Chairman
Board of Directors
Santa Clara Valley Water District
San Jose, California

AND

RONALD R. ESAU

Assistant General Manager
Santa Clara Valley Water District
San Jose, California

March 27, 1980

Before the

United States House of Representatives
Committee on Appropriations
Subcommittee on Energy and Water Development
Honorable Tom Bevill, Chairman

SUMMARY

The statement urges augmentation of the President's 1980-81 Budget in the amount of $350,000 for the Corps of Engineers' authorized Survey of San Francisco Bay Shoreline of Santa Clara, San Mateo, Alameda, Napa, Sonoma, and Solano Counties, California.



SAN JOSE, CALIFORNIA

ALVISO DISTRICT

1963

BACKGROUND

The Bayfront areas of many of the San Francisco Bay counties have been adversely affected by land surface subsidence and, as a result, military installations, lands, homes, business establishments and industries are subject to hazardous inundation from tides of the Bay. In Santa Clara County alone, approximately 40 square miles of land surface area could be adversely affected. This area houses a number of federal installations,including the U.S. Naval Air Station Moffett Field and the National Aeronautics and Space Administration's Ames Research Facility. Industrial productivity could be adversely affected by tidal flooding since defense industries such as Lockheed, and many electronics, aeronautics and space firms are located in the area. The study is essential, also, in order to permit and insure integration of any flooding solution with protection of wetlands and wildlife refuges.

The saltwater flooding problem is particularly acute in northern Santa Clara County where the threat of flooding is an annual concern. The potential of damage grows with each year. A combination of high tides, high winds, and moderate river flows have resulted in the overtopping of the inadequate, unsound, privately owned levee system in this area. The community of Alviso is especially vulnerable to this flood threat.

STUDY SYNOPSIS

This Corps of Engineers survey was authorized by the 1976 Omnibus Rivers and Harbors Bill to examine the tidal flooding from San Francisco Bay. Funds were first appropriated in FY 1979 and the study has been initiated by the San Francisco District office of the U. S. Corps of Engineers. Three broadly based public meetings have been held and the San Francisco District has retained a consultant to define damage potentials and constraints and to assimilate the testimony requesting federal assistance given at those public hearings in January, 1979.

FY 1981 FUNDING

Funds are not included in the President's budget proposal although there is an urgent need to at least identify the hazards from tidal inundation with an objective, scientific study. Local agencies have neither the resources nor the geographical scope to deal with this problem which affects the entire San Francisco Bay Region.

RECOMMENDATION

We urgently request that the Committee recommend augmentation of the FY 1981 Corps of Engineers appropriation by $350,000 for this vital study.

SAN FELIPE DIVISION

SAN BENITO DISTRIBUTION SYSTEM LOAN

WITNESS

FRED ROHNERT, VICE CHAIRMAN, SAN BENITO WATER CONSERVATION AND FLOOD DISTRICT

Mr. BEVILL. Next, we will hear from Mr. Rohnert for the San Benito Water Conservation and Flood District. Your prepared statement will be in the record and you may proceed as you wish.

[The statement follows:]

Presentation To

UNITED STATES HOUSE OF REPRESENTATIVES

COMMITTEE ON APPROPRIATIONS

SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT

Honorable Tom Bevill, Chairman

March 27, 1980

SAN BENITO COUNTY WATER CONSERVATION AND FLOOD CONTROL DISTRICT

Hollister, California

My name is Fred W. Rohnert. I am Vice-President-Director of the San Benito Water Conservation and Flood Control District and President of the Pacheco Pass Water District. Mr. George Thomas, Manager of SBCWC & FCDistrict has accompanied me here today. I was born in San Benito County and have been engaged in agriculture there all of my life.

These two districts have instructed me to urgently request the appropriation of the $29,966,000 which the Water and Power Resources Service states that it can efficiently spend in San Felipe Division construction in the fiscal year 1980-81. These districts also request that $200,000 be additionally appropriated to complete the initial design work on the distribution system to serve Zone VI of the San Benito County District.

The importance of these two requests cannot be underrated. The Pacheco Pass Tunnel of the San Felipe Division is on schedule, 1.9 miles of the 5.3 total miles having been efficiently excavated. The $29,966,000 is to continue the present efficient momentum of this tunnel project and continue planning and begin primary work on the major conduits in San Benito and Santa Clara Counties.

The requested $200,000 additional appropriation is to be the initial advance on a $19,900,000 P. L. 130 loan which the San Benito County Water Conservation and Flood Control District has made application for. This application has been accepted by the Washington office of the Water and Power Resources Service. A contract covering this application is now being negotiated between W.P.R.S. and the District. These monies will be augmented by at least an equal amount of district funds to complete the initial design work on the distribution system which will deliver water to the Zone VI water users.

The appropriation which the Water and Power Resources Service and the $200,000 additional appropriation will allow orderly progress on the total project toward the 1986 scheduled completion and delivery of water to the service area upon completion of the Pacheco Pass tunnel. This will provide the timely repayment programs which are scheduled on the U. S. government investment in the San Felipe Division including the P. L. 130 loan to the San Benito Water Conservation and Flood Control District. The appropriations will also be very important in controlling escalating costs of construction due to inflation by not extending the scheduled date of completion of the project.

The water from the San Felipe Division is desperately needed to sustain an existing agricultural economy and community in San Benito County - Not bring new lands into production. 38000 acres in the zone of benefit consisting of family farms with the owners living thereon and the cities of Hollister and San Juan Bautista now obtain their total water requirements by pumping from underground aquifers. This water is rapidly being depleted and is deteriorating in quality due to overdraft of this supply. This condition exists even though water from Hernandez Dam (18,000 acre feet), Pacheco Dam (6,000) acre feet)

and all treated waste water from Hollister and San Juan Bautista is being percolated into the underground.

The declining water table and the intrusion of toxic quantities of boron and chlorides have already caused a change to the low income, hazardous dry farm system of over 13,000 acres of fertile soils otherwise capable of the highly intensive agriculture common in the area. Such crops as apricots, grapes, pears, prunes, walnuts, garlic, lettuce, onions, bell peppers, tomatoes, vegetable and flower seeds, and sugar beets cannot now be grown on these lands. This 13,000 acres will be returned to intensive agriculture with the availability of San Felipe high quality water.

Land subsidence will be curtailed or perhaps eliminated by replenishing underground water storage. This stored water will be available in such years when San Felipe water may not be available in the required quantities.

San Felipe water will replace municipal and industrial water which is below public health standards.

The construction of the San Felipe Division will supply sorely needed jobs in San Benito County with an unemployment rate of 16.9% as of January 1980.

The San Felipe water will be supplied San Benito County users under pressure sufficient to sprinkler irrigate. This pressure will be mostly provided by the head developed from large capacity lift pumps which will lift the water from the San Luis Reservoir to the Pacheco Tunnel entrance. This will save much electrical energy because lifting large quantities of water is much more efficient than the long lift now necessary from the many mediocre wells in the service area. Fire control will also be augmented by this pressurized water.

The people of Zone VI (the zone of benefit within San Benito County Water Conservation and Flood Control District) thru a plebescite have overwhelmingly affirmed a contract with the Water and Power Resources Service to purchase water and to obligate themselves to borrow $19,900,000 through a Public Law 130 loan to construct the necessary distribution facilities.

The California Water Commission has endorsed and supports both of these requests.

San Benito County urgently requires supplemental water as soon as possible to maintain the quality of life of its citizens by insuring the stability of its major industry - agriculture.

We earnestly seek the Congress of the United States to appropriate $29,966,000 as established by the Water and Power Resources Service to finance proposed work on the San Felipe Division for the fiscal year 1980-81.

We also seek your approval of our request to include in the appropriation, $200,000 as the initial advance on an approved P. L. 130 loan for design work on the Zone VI distribution system.

We thank the Committee for granting us a hearing before you today.

Addendum: A report to the California Water Commission by its engineer, Mr. Orville Abbott is attached to this statement.

SAN BENITO FLOOD CONTROL AND WATER
CONSERVATION DISTRICT P.L. 130 LOAN
SUMMARY

THE DISTRICT

The District includes all of San Benito County, California. The area to be benefited by the San Felipe Division of the Central Valley Project is in the northern part of the County. The benefited area includes the County's two largest cities, Hollister and San Juan Bautistia.

The District was organized in 1953 by an act of the California Legislature.

LAND

Irrigable Area:

The distribution system to be built with funds from the loan requested in this application will benefit about 48,200 acres considered the project benefit area, either by direct delivery by assuring the groundwater supply due to reduction of pumping by others, or by percolation. Of this total, 38,326 acres are irrigable.

Agricultural Land Use:

A Water and Power Resources Report, prepared for the Hollister Subarea in 1973, indicates the following percentage distribution of crops:

Field	4.4%
Forage	3.3%
Truck	38.7%
Fruits and Nuts	52.5%
Vineyards	1.1%
TOTAL	100.0%

There has been, and continues to be, a rapid conversion of orchards to truck crops, primarily tomatoes.

Land Ownership:

There are several excess land owners in the area to be served directly by the distribution system. These ownerships are less than 1000 acres each and it is expected the owners will comply with excess land provisions to qualify for service from the system. Also, in the area benefited by percolation, there are few property owners with excess land.

Boron Area:

Several thousand acres, once highly productive, have been heavily affected by irrigation with the high boron groundwater existing in that particular area. This area is expected to be restored with the use of San Felipe Divisinn water.

WATER

Ultimate Requirement and Supply, Acre-Feet per Year:

	Agri	M & I	Total
Ultimate Requirement	84,290	12,000	96,290
Groundwater Yield (Without San Felipe Percolation)		53,750	
Groundwater Overdraft		360	
Cienega Valley Import		570	
San Felipe Supply		43,800	
San Felipe Losses		2,190	
Ultimate Supply			96,290

Quality:

The groundwater in an area of about 5,700 acres has boron of a greater concentration than 1.5 parts per million. This is the maximum level considered acceptable for agriculture in the area. The groundwater in the rest of the project benefit area varies in quality, but is generally considered acceptable for agriculture. Presently, groundwater is the sole source for M & I use, although hardness is a deficiency. Total dissolved solids are about 600 parts per million, with carbonates as high as 350.

PHYSICAL PLAN

Purpose:

The District plans to distribute water received from the WPRS, San Felipe Division of the Central Valley Project, so as to benefit 48,200 acres including the Cities of Hollister and San Juan Bautista. This benefit will be accomplished in some areas by direct distribution, in some areas by groundwater pumping reduction in or adjacent to the direct distribution area, and in some areas by percolation of San Felipe water.

Federal Facilities:

The WPRS will deliver water through the Hollister Conduit. This pipeline will be 19 miles long, beginning near the end of the westerly terminous of the Pacheco Tunnel and pipeline conveying water from the San Luis Reservoir. Water will be stored in the off season in the proposed San Justo Reservoir, with a capacity of 10,700 acre-feet.

District Facilities:

Planned is a closed pipe distribution system capable of delivering agricultural water at 60 pounds per square inch to about 20,000 acres with provisions to expand to an additional 2700 acres, and capable of delivering raw water to the Cities of Hollister and San Juan Bautista and to percolation points.

Agricultural Distribution:

Within the 20,000-acre distribution system area, a turnout will be provided for each parcel or group of parcels of 20 acres or more in size. Water will be delivered at a minimum pressure of 60 pounds per square inch. Design flows provide for exclusive surface distribution in some areas and conjunctive use with groundwater in some areas.

Municipal Distribution:

One direct delivery point will be provided for Hollister and one for San Juan Bautista. The cities will provide treatment.

Cost:

With a 7.5% per year allowance for cost escalation, the total project capital cost is estimated to be $21,959,000. This is to be financed with a P.L. 130 loan of $19,900,000 and a District contribution of $2,059,000.

Schedule:

The distribution system is scheduled for completion in December, 1984, and the Federal facilities are scheduled for completion in January 1986, with full operation of the system during the 1986 irrigation season.

COSTS

Water Purchases:

The District's water service contract with the United States provides that initial prices will be $16.50 for agricultural water and $61.00 for municipal and industrial water. The contract provides for adjustments in these prices for cost changes beginning in 1991 and each five years thereafter.

Pumping Power Costs:

The District hopes to purchase electrical energy for its pumping stations from the United States, but the loan application is based on the assumption that the power will be purchased from the local public utility. The current rate calculates to $4.80 per acre-foot for direct delivered agricultural water, $3.10 per acre-foot for direct delivered municipal and industrial water, and $1.70 for percolated water.

Federal Facilities:

Water and Power Resources Service estimates of operation, maintenance, and replacement of the Federal facilities are $4.00 per acre-foot.

District Facilities:

The cost of operation, maintenance, and replacement of the District facilities, with the exception of electrical energy, is estimated to be $2.70 per acre-foot.

AGRICULTURAL PAYMENT CAPACITY

Water and Power Resources Service estimates the District's agricultural payment capacity to be $50.00 per acre-foot.

SAN FELIPE DIVISION

Mr. ROHNERT. Mr. Chairman, and members of the subcommittee, we urgently request the approval of the House of Representatives of the $29,966,000 which the Water and Power Resources Service has determined it can efficiently invest in the San Felipe Division for the fiscal year 1981.

We also request an additional appropriation not previously budgeted of $200,000 as the initial advance on the P.L. 130 loan which has been approved by the WPRS. This money is to complete the initial design work on the distribution system for San Felipe water and is necessary to enable the district to legally invest its funds in the program for the 1981 fiscal year for the total water requirement for the district, including two cities now being supplied by wells which are rapidly being depleted in spite of extensive conservation measures.

San Felipe water will not bring new lands into production. But the essential in maintaining the intensive agricultural economy of San Bernardino County consisting of family farms.

The farmers live on their farms and produce apricots, grapes, pears, prunes, walnuts, garlic, lettuce, onions, peppers, tomatoes, vegetable and flower seeds, and sugar beets.

One point nine miles of the 5.3 miles of the Pacheco tunnel has been efficiently excavated. The funds which we request are necessary so that San Felipe water can be utilized upon the completion of the tunnel in 1986.

Thank you.

SANTA ANA RIVER AND ORANGE COUNTY SURVEY
SANTA ANA RIVER MAIN STEM PROJECT

WITNESS

CARL NELSON, ASSISTANT DIRECTOR, ORANGE COUNTY ENVIRONMENTAL MANAGEMENT AGENCY

Mr. BEARD. Carl Nelson, Orange County.

Mr. BEVILL. Your complete statement will be in the record.

U. S. HOUSE OF REPRESENTATIVES
Committee on Appropriations
Sub-committee on Energy and Water Development
Honorable Tom Bevill, Chairman

March 27, 1980

SANTA ANA RIVER MAIN STEM PROJECT

My name is Carl Nelson. I am here today representing the Board of Supervisors of Orange County, California, in support of the Santa Ana River Main Stem project.

In March, 1938, the Santa Ana River valley suffered devastating damages to agricultural development and the small towns occupying the floodplain. By 1939, Congress had authorized construction of Prado Dam, to be constructed by the U. S. Army Corps of Engineers, and by 1941 the dam had been completed, offering substantial protection to the then-rural agricultural community.

As a consequence of greatly changed watershed conditions since 1941, the Board of Supervisors of Orange County, California, in 1962, requested, and in 1964 Congress authorized, a Corps of Engineers' Survey Report to ascertain what additional flood-protective improvements might be feasible. The Survey Report for the Santa Ana River Main Stem project was completed in December, 1975, recommending construction of improved flood protection along the main stem of the Santa Ana River, Santiago Creek, and Oak Street drain in Orange, Riverside, and San Bernardino Counties, California.

The Chief of Engineers, in 1977, submitted the Santa Ana River Main Stem report to the Speaker of the House of Representatives, at which time authorization was given to undertake the Phase I Design Memorandum stage of advanced engineering. It is our understanding that the Phase I Design Memorandum will be completed by the end of fiscal year 1979/1980, and thereupon will enter the federal review process, leading to a request for authorization of construction funding.

The Board of Supervisors of Orange County, California, is very appreciative of the work completed thus far by the Corps of Engineers; but because of the very large flood hazard revealed in 1971 by the Corps of Engineers' preliminary studies, recognition must be given to the immensity of damages (approximately $4 billion), and the inestimable number of lives that would be lost should there occur another great flood, the magnitude of which actually occurred along the Santa Ana River in 1862. It is requested that every effort be made to expedite the federal review process so that construction funding may be considered in the FY1981/82 federal budget.

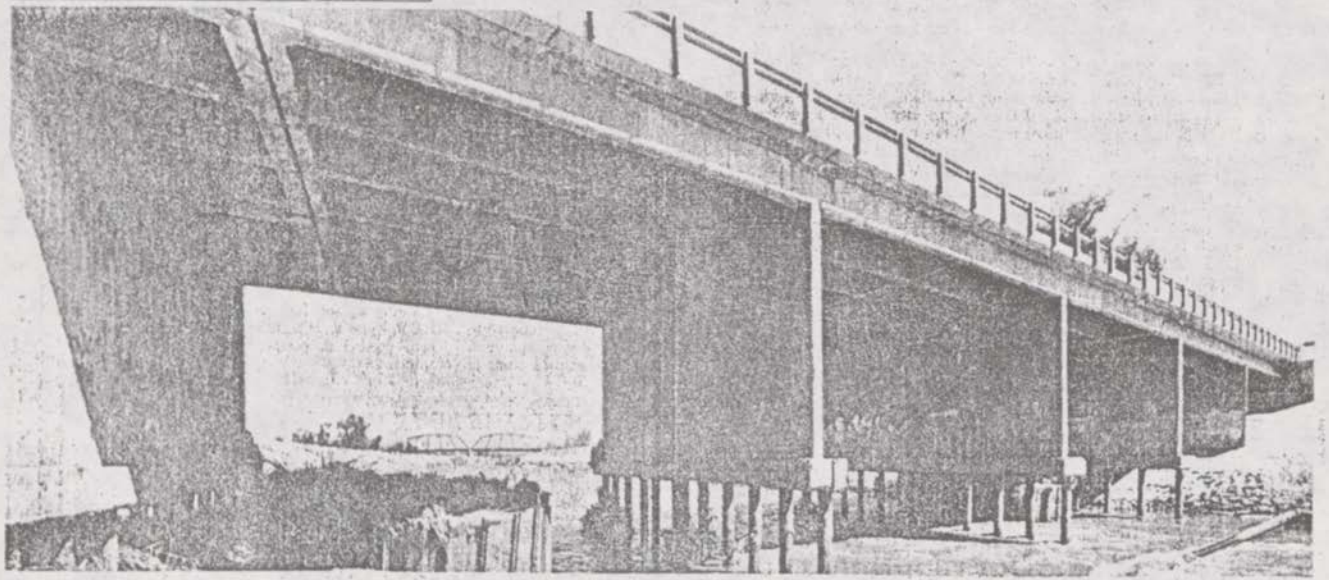
The three affected counties (Orange, Riverside, San Bernardino) are united in their support for the plan recommended in the Survey Report. The Board of Supervisors of Orange County, California, has, by resolution, reiterated previous support for alternate No. 6, the All River Plan. The California Water Commission also supports the All River Plan, with the specific recommendation that the project include the preservation of a 92-acre marshland at the Pacific Ocean mouth of the Santa Ana River.

During the flood emergency conditions in 1978, and again in 1980, the existing locally-funded flood protection levees of the Santa Ana River in Orange County were badly damaged, giving stern evidence of the need for more substantial channel improvements, as recommended in the Corps of Engineers' Survey Report. The Orange County Board of Supervisors urgently requests that a sequence of construction funding be devised so as to provide increased flood protection to central Orange County at the earliest possible time.

I am very pleased for the opportunity to appear before your committee and to present the concerns of the Board of Supervisors of Orange County, California, fo early completion of the Santa Ana River Main Stem project, and to request augmentation of the President's budget for the Santa Ana River Basin (and Orange County, California) project for a total appropriation of $600,000 in FY1980/81.

PRESENTED BY:
Carl Nelson, Asst. Director
Environmental Management Agency
County of Orange
Post Office Box 4048
Santa Ana, California 92702
(714) 834-2300

60-588 O - 80 - 40 (pt. 10)



(Register Photo By CLAY MULLER)

Bridge Bottom Still Fading

Despite a week of clear and dry weather, upstream floodwaters keep the Santa Ana River flow heavy enough that more and more of the riverbed is washing away to expose increasing lengths of the wood piling underpinnings of the Fifth Street Bridge in Santa Ana. The bridge remains closed to traffic as a precautionary measure.

SANTA ANA RIVER PROJECT

Mr. NELSON. I am representing the Board of Supervisors of Orange County, California. The Santa Ana River Project is very important to us. During the flood emergency conditions of the past year, locally-funded levees have been badly damaged, indicating very clear evidence of need for the more substantial channel improvements recommended by the Corps of Engineers. No funds are needed for the processing of the phase 1 report in the coming year, but in the ongoing studies for the tributary creeks in the project identified as the Santa River Basin, we are requesting an appropriation of $600,000 in the coming fiscal year.

Thank you for the opportunity to appear.

Mr. BEVILL. Thank you.

CUCAMONGA CREEK

SANTA ANA RIVER AND ORANGE COUNTY SURVEY

WITNESSES

DENNIS HANSBERGER, SUPERVISOR, BOARD OF SUPERVISORS, SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT
ROBERT O. TOWNSEND, SUPERVISOR, BOARD OF SUPERVISORS, SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT

Mr. BEARD. Next, we have Dennis Hansberger.

Mr. HANSBERGER. I have with me my colleague from San Bernardino County, Robert Townsend. We have submitted written testimony, and you have a copy of this report which is passed out now.

Mr. BEVILL. The report will be made available to the members of the committee, and your formal statement will be made a part of the record.

[The statement follows:]

Mr. Chairman, Members of the Committee: I am supervisor Dennis Hansberger, representing San Bernardino County, California.

I appreciate the opportunity to present this program for your consideration in the 1980–1981 budget.

The report for San Bernardino County, which has been provided to you, depicts our county's request. I would direct your attention to page 3 (first map) regarding information on Cucamonga Creek, the ongoing Federal project and one of the most vital flood control projects in southern California. Illustrated by the Cucamonga Creek map is the construction stages of the project. (Work, constructed or underway, is shown in solid dark lines. Colored in red is the phase six of the project which will complete the Cucamonga Creek Channel, including the culvert under the existing runway of the Ontario International Airport, together with the Demens Creek Channel and Debris Basin. The $20,700,000 recommended will provide for this. Colored in green is the work remaining to complete this multi-million dollar project, which started in 1974.)

Secondly, is the Santa Ana River and Orange County review report. You will recognize the growing flood problems along the Santa Ana River and its tributaries which affect more than one county. Illustrated on page 5 (second map), is the base map and overlay of San Bernardino Valley showing the major tributaries under study.

The $600,000 recommended for fiscal year 1980–1981 will provide for the continuation of this survey which includes these tributaries as well as certain streams in other counties of the Santa Ana River Basin.

On behalf of the board of supervisors, once again I wish to express appreciation for your past, present and continuing support of this program of priority concern, not only to the county, but to the State and Federal Government as well.

Mr. HANSBERGER. To best understand this committee, if you will look at pages 3 and 5, you will get a graphic description of the situation in San Bernardino County and the request we are making. We appreciate your attention to this, and we are simply asking for that which has been recommended.

I would like to simply say Congressman Lloyd mentioned earlier and others re-emphasized our immediate situation which just occurred this week. The Cucamonga is under construction now and has a segment which is in the red book which has just gone to bid, but the bids haven't been opened because of an executive order which has withheld that. That puts the remaining channel in substantial jeopardy. Any attention you can give to this project will be very important to us. We recognize the difficulty you have in dealing with that, but feel the investment you have already made deserves to be protected. Opening those bids is essential if we are not to sustain more damage.

SANTA ANA RIVER AND ORANGE COUNTY SURVEY

WITNESS

KENNETH EDWARDS, CHIEF ENGINEER, RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Mr. BEVILL. Next we have Mr. Edwards from Riverside County.

Mr. EDWARDS. Mr. Chairman, members of the committee, the surveys of the Santa Ana River and Orange County include several tributary streams such as the San Jacinto River, Lake Elsinore, the downstream terminus of the San Jacinto River and Temereal Creek, near Corona, California. Significant flooding occurred on these streams this past February, and Lake Elsinore water surface rose to a record high level, causing the evacuation of hundreds of people. Public and private damages along the San Jacinto River were about $21 million and in and around the City of Lake Elsinore damages were about $33 million.

The Corps of Engineers spent in excess of $3 million in flood fights along these streams. Early completion of the surveys for flood control by the Corps of Engineers are urgently needed. The Corps indicates a capability of $350,000 for fiscal year 1981, and we support an appropriation of at least that amount.

Streams in the Whitewater River Basin experienced damaging floods this past year for the fourth time in four years. Total damages for these four floods exceeds $70 million. The Corps of Engineers expects to complete their surveys in May 1981, and we support an appropriation of $230,000, the amount needed to complete the survey report.

My full statements have been submitted for the record.

Thank you.

[The statement follows:]

1980

STATEMENT OF THE RIVERSIDE COUNTY
FLOOD CONTROL AND WATER CONSERVATION
DISTRICT REGARDING

SANTA ANA RIVER AND ORANGE COUNTY

AND

WHITEWATER RIVER

To: U. S. House of Representatives
Committee on Appropriations
Subcommittee on Energy and
Water Development

Honorable Tom Bevill
Chairman

SUMMARY RECOMMENDATIONS

SANTA ANA RIVER AND ORANGE COUNTY

Continue Surveys	$350,000

WHITEWATER RIVER

Survey Whitewater River Dam	$230,000

Respectfully submitted,

Kenneth L. Edwards

KENNETH L. EDWARDS, Chief Engineer
Riverside County Flood Control
and Water Conservation District

SANTA ANA RIVER AND ORANGE COUNTY

In 1965, the Corps of Engineers was authorized to review flooding problems on the Santa Ana River, its tributaries and streams in Orange County. The primary effort of the Corps of Engineers has been on the main stem of the Santa Ana River for which the Phase I Advanced Engineering and Design Studies are nearly complete. The Corps is now working on surveys of the tributary streams.

In February 1980, the most devastating floods in recent history were experienced along the San Jacinto River, a major tributary to the Santa Ana River. Substantial damages were inflicted on the city of San Jacinto and surrounding areas from the failure of the San Jacinto River levee which had been designed and constructed by the Army Corps of Engineers in 1962. In addition to those damages, large areas of valuable agricultural, dairy and residential properties, which are unprotected from major flows in the river, were flooded suffering major losses in crops, production, and direct structural damage. Major highways leading to the Hemet-San Jacinto Valley were flooded and washed out. Access to this valley with a population of about 55,000 people was limited for about 48 hours to one highway serving the area and even that route required traffic to drive through water 6 to 12

inches deep on Interstate 15E. Other damaging floods occurred along this stream in November 1965, December 1966, February 1969, and March 1978.

Lake Elsinore, which is a natural lake basin at the downstream terminus of the San Jacinto River, has risen to levels greater than any previous level recorded for the past 200 years. This has caused widespread damage to properties around the lake. It is estimated that about 283 homes and mobile homes located above the historic high water will be damaged by continual rising water in the lake. The physical and economic damages to this small community are very large and the hardship being suffered by many people whose homes are affected by the rising water is immeasurable. This problem will remain for months because the outflow spillway channel from the lake through the town can only pass a relatively small flow.

Temescal Creek in Corona experienced large flood flows in February 1980. Flood fight efforts by the Corps of Engineers prevented major damage to several industrial firms and a mobile home park. Even with this effort, damages in excess of one million dollars were sustained by private and public properties in Corona along Temescal Creek. Other damaging floods occurred along this stream in January and February 1969 and March 1978.

It is estimated that the Corps of Engineers, the Riverside County Flood Control District and other local agencies spent in excess of four million dollars in flood fighting efforts at these three locations in February 1980.

These streams are tributaries to the Santa Ana River and under study by the Corps of Engineers at this time. The President has recommended that $350,000.00 be appropriated for continuation of this study. We strongly support this request and urge the funds be appropriated by Congress.

WHITEWATER RIVER

In November 1965, December 1966, February 1969, September 1976, September 1977, July 1979 and February 1980, there was widespread flooding along the Whitewater River and its major tributaries. This flooding in the communities of Palm Springs, Palm Desert, Rancho Mirage, Cathedral City, La Quinta and Indian Wells caused extensive damages to private and public property, the interruption of transportation facilities and community activities, and the loss of life. The main line of the Southern Pacific Railroad was washed out in numerous places causing a complete cessation of traffic for a period of 14 hours in 1966 and 6 hours in 1980. In 1965 State Highway 111 was closed for 64 hours, in 1966 it was closed for 47 hours and in 1979 it was closed in the Palm Desert area for 54 hours, disrupting traffic and costing motorists time and expense to follow alternate routes. This also caused excessive use of precious gasoline supplies. Costs of these

closures and traffic disruption is now estimated to be several million dollars. In addition, transcontinental coaxial cables were threatened together with high pressure gas and other utilities.

After consultation with the U. S. Army Corps of Engineers, in an effort to speed up the completion of the Whitewater River Survey Report which was originally authorized on May 23, 1939, our District completed at a cost of over $200,000 an engineering and feasibility study on a proposed dam on the mainstream of the Whitewater River. The dam has an estimated fill of 6,000,000 cubic yards and is estimated to cost $15,000,000. The completed report together with all computations and technical data have been made available to the U. S. Army Engineers.

Studies completed to date by the Corps of Engineers show this important dam project to be economically feasible, as are important projects in Rancho Mirage, Palm Desert and La Quinta. The proposed dam on the Whitewater River, along with a dam on the San Gorgonio River near its confluence with the Whitewater River will make it feasible for local agencies to provide needed bridges across the Whitewater River at reasonable costs.

In view of the foregoing, this District strongly supports the appropriation of $230,000 needed for the completion of the Whitewater River Survey report in FY 1980-81. This recommendation is also supported by the California Water Commission.

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SUMMARY OF FLOOD DAMAGES

Stream	Flood Event	Damages
San Jacinto River	February, 1980	$ 21,000,000
Lake Elsinore	February, 1980	33,000,000
Temescal Creek, Corona	February, 1980	1,000,000
Whitewater River & Tributaries	February, 1980	12,000,000
"	July, 1979	31,500,000
"	January, 1978	2,300,000
"	September, 1977	2,700,000
"	September, 1976	37,000,000









SAN JACINTO FLOODING - FEBRUARY 1980

RIVERSIDE COUNTY, CALIFORNIA

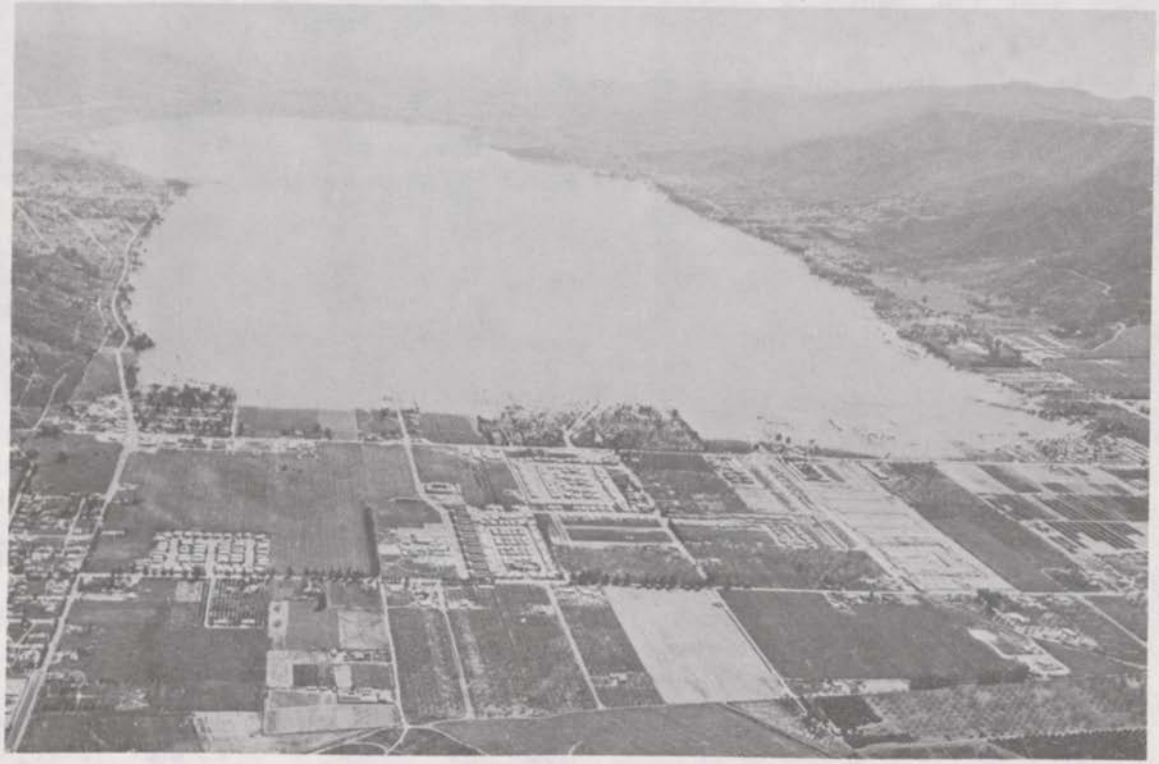








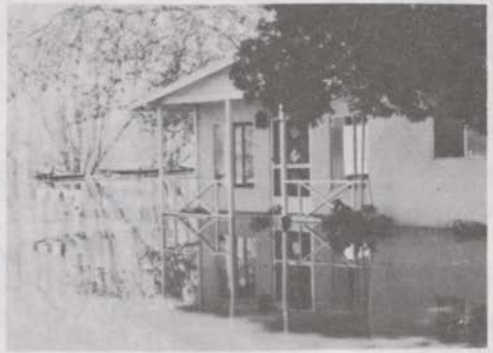
SAN JACINTO FLOODING - FEBRUARY 1980



LAKE ELSINORE FLOODING - FEBRUARY AND MARCH 1980

RIVERSIDE COUNTY, CALIFORNIA









LAKE ELSINORE FLOODING - FEBRUARY AND MARCH 1980





Residents ready for the worst

Law enforcement officials throughout the Coachella Valley tried to prepare residents for the worst Thursday as raging waters ceased by nine days of continual rain threatened streets, homes and businesses. Pictured in the upper left, residents on Miles Avenue in Indio struggle to do the job as flood waters continue to rise on the other side. Upper right, one of two submerged bulldozers here to the torrent of the Palm Canyon Wash at Ramon Road. Two drivers were trapped by the water as a temporary diversion levy crumpled early Thursday morning. The drivers were not injured. Road crews continued working through the day to open the road at the Araby Road bridge (middle right). The utility pole pictured here was knocked down later by the swift water, knocking out power in some south end homes. All roads crossing washes were closed to traffic Thursday as flood waters roared through the desert. Pictured bottom right, Jefferson Road near 44th Avenue and Miles Avenue in Indio was closed. The street normally serves as an entrance to the Westward Ho Golf Course in Indian Wells. Pictured bottom left, Ann Morgan, an employee of the Palm Springs Unified School District's Food Services, prepares a meal for the more than 130 residents coming in and out of the evacuation center in the Cathedral City School. A second evacuation center was in the Palm Springs High School for residents on that side of the closed Araby Road bridge at Highway 111.





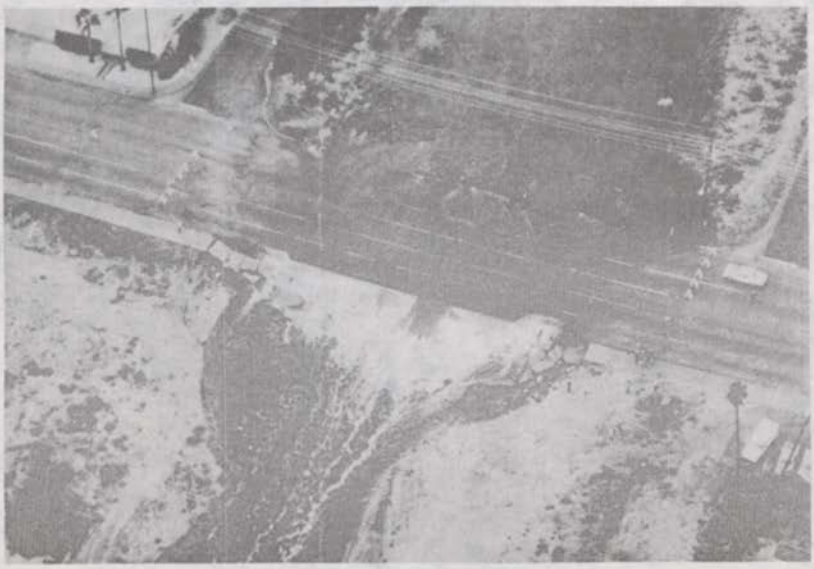


Friday, February 22, 1980—THE DESERT SUN, Palm Springs, Calif. - A7

Storm waters inundate Palm Springs



Araby Drive is interrupted by churning flood waters that threatened homes



Sunrise Way floods and folds at the wash just south of Ramon Road

COTTONWOOD CREEK RESERVOIR, CALIFORNIA

WITNESSES

STEVEN SWENDIMAN, SUPERVISOR, SHASTA COUNTY
CLAIR HILL, CONSULTING ENGINEER, SHASTA COUNTY
LARRY PRESTON, DIRECTOR OF WATER RESOURCES, SHASTA COUNTY

Mr. BEARD. Next, is Mr. Steven Swendiman.

Mr. SWENDIMAN. I am Steven Swendiman, Supervisor of Shasta County. I have with me Clair Hill, Consulting Engineer, and Larry Preston, Director of Water Resources. All I want to say is that we ask for your support.

Thank you very much.

Mr. BEVILL. Your statement will be in the record.

[The statement follows:]

60-588 O - 80 - 39 (pt. 10)

STATEMENT OF BOARD OF SUPERVISORS OF SHASTA COUNTY, CALIFORNIA, BEFORE THE U.S. SENATE, HOUSE OF REPRESENTATIVES, COMMITTEES ON APPROPRIATIONS, SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT

Summary of Request: Support of the President's recommended budget in the amount of $1,400,000 to complete Phase I and initiate Phase II Design Studies on the Cottonwood Creek Project, Shasta and Tehama Counties, California

Mr. Chairman, Members of the Committee, I am Steve Swendiman, Chairman of the Board of Supervisors of Shasta County. With me today are Clair Hill, Consulting Engineer with CH2M/Hill, California, Inc., and Larry Preston, Director of the Shasta County Department of Water Resources.

We are requesting your support for funding for completion of the Phase I General Design Studies on the Cottonwood Creek Project in the amount of $1.4 million for Fiscal Year 1981. These funds would also initiate Phase II Design Studies on the Project. This is the amount included in the President's Budget.

ECONOMICS

The benefit-cost ratio reported to Congress in the 1970 Survey Report was 1.18 to 1.0. Based on current water supply benefit data supplied by the State of California, and as a result of updated design studies, the ratio is still estimated to be approximately 1.2 to 1.0, even though we are using a higher 7-1/8% interest rate, and in spite of inflationary impacts.

STATE SUPPORT

The administration of the State of California continues to support this project. The latest State studies indicate that without additional water project, the State Water Project will fall far short of its contractual commitments. The Cottonwood Creek Project would help to alleviate that shortage.

Presented in Washington, D.C., on March 27, 1980, to the U.S. Senate and House of Representatives, Committees on Appropriations, Subcommittees on Energy and Water Development.

The preliminary studies being accomplished in cooperation with the U.S. Fish and Wildlife Service, California Department of Fish and Game, the U.S. Geological Survey, and others, indicate that environmental problems will be minimized on this project as a result of the large investment proposed for environmental mitigation and enhancement measures. It is probably the most viable project in the State of California today.

Cottonwood Creek is still the largest uncontrolled tributary to the Sacramento River and Delta system. Water stored by this project would benefit the entire State in the form of reduced flood flows, better water quality and a supplemental supply.

UNEMPLOYMENT

Unemployment in Shasta County has averaged 13% during the past three years. The project would provide construction and permanent jobs due to operation of the reservoirs and the tourism associated with the project.

WATER SUPPLY

The Cottonwood Creek Project would supply approximately 200,000 acre-feet annually in new water supply. This is the amount of water needed for approximately 70,000 acres of land to provide food for the world. The economic picture of the entire United States would be greatly enhanced if more food could be produced for export. We need to export additional agricultural products to offset the higher cost of fuel purchased from other countries. Projects such as this will help to improve the Nation's balance of trade.

LAND USE

The Board of Supervisors is under continuing pressure to permit the development of the land in the proposed project area by dividing it into smaller parcels. If the land uses are to remain compatible with a project of this magnitude, it is imperative that studies leading to construction proceed as rapidly as possible so that the

necessary rights of way can be purchased causing the least disruption to private property owners.

SUMMARY

The Cottonwood Creek Project has broad based support which includes those oriented to water development and those oriented to preserving the environment. The project enjoys a good benefit-cost ratio, and will provide benefits to the local area as well as to the State and the Nation. The project continues to be supported by the State administration.

It is respectfully requested that the capability of the Corps of Engineers, as recommended in the President's budget, be appropriated in order that Phase I Design Memorandum Studies can be completed and Phase II General Design Memorandum Studies initiated.

We appreciate the opportunity to provide these comments and to appear before your Committee.

CALIFORNIA PROJECTS

WITNESS

TWYLA THOMPSON, SUPERVISOR, YOLO COUNTY, AND PRESIDENT OF WESTSIDE CANAL ASSOCIATION

Mr. BEARD. Next we have Mrs. Twyla Thompson.

Mrs. THOMPSON. I am Twyla Thompson, Chairman of the Board of Supervisors of the County of Yolo, California, and President of the Sacramento Valley Westside Canal Association, representing the eight counties in northwest California—the Counties of Tehama, Glenn, Colusa, Yolo, Solano, Lake, Napa and Sonoma.

We fully support the President's budget request for funding of the Sacramento River division of the Central Valley Project, United States Water and Power Resources Service. We also support the President's budget request for loan program funds for the Glenn-Colusa Irrigation District in Glenn County and the Yolo-Zamora Water District in Yolo County, as well as continued feasibility investigation for the West Sacramento Canal unit of the Central Valley Project in Yolo, Solano, Lake and Napa Counties.

In concluding this statement, I must thank you and your colleagues and predecessors over the years who have provided the funds necessary for the construction and operation of the water facilities, such as the Tehama-Colusa Canal, which are now serving the entire west side of the Sacramento Valley. We do appreciate your efforts and concern and your consideration of our request today.

I respectfully request that this statement, together with the attached supporting statements of the Board of Supervisors of Yolo County and of the Board of Directors of the Yolo County Flood Control and Water Conservation District be made a part of the record.

Thank you very much.

Mr. BEVILL. Thank you for a very fine statement.

[The information follows:]

RESOLUTION NO. 80-46

(Resolution Supporting Adequate Federal Funding of the Tehama-Colusa Canal and Related Facilities Fiscal Year 1980-81)

WHEREAS, it was moved by Chairman Thompson, seconded by Supervisor DeMars, and unanimously carried that the Board of Supervisors of the County of Yolo, State of California, hereby supports and urges the appropriation of funds in accordance with the President's budget for Fiscal Year 1980-81 to assure continued construction of the Tehama-Colusa Canal and related distribution facilities and of loan programs and planning funds necessary in connection therewith.

PASSED AND ADOPTED by the Board of Supervisors of the County of Yolo, State of California, this 11th day of March, 1980, by the following vote:

AYES: BLACK, DeMARS, MARCHAND, EDMONDS, THOMPSON

NOES: NONE

ABSENT: NONE

Gayle J. Thompson
CHAIRMAN OF THE BOARD OF SUPERVISORS
COUNTY OF YOLO, STATE OF CALIFORNIA

ATTEST:
PETER McNAMEE, CLERK
By: Jan Crocker
Deputy

(SEAL)

FILED
MAR 17 1980
PETER McNAMEE, Clerk
By Jan Crocker
DEPUTY

OFFICE OF THE
COUNTY COUNSEL
COUNTY OF YOLO
P. O. BOX 127
WOODLAND, CA 95695
(916) 666-8211

MINUTE ORDER

SUPPORTING ADEQUATE FEDERAL FUNDING OF THE
TEHAMA-COLUSA CANAL AND RELATED FACILITIES
FISCAL YEAR 1980 - 81

It was moved by Director Mathews, seconded by Director Griffin, and unanimously carried that the Board of Directors of the Yolo County Flood Control and Water Conservation District hereby supports and urges the appropriation of funds in accordance with the President's budget for fiscal year 1980 - 81 to assure continued construction of the Tehama-Colusa Canal and related distribution facilities and of loan programs and planning funds necessary in connection therewith.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Flood Control and Water Conservation District on the 4th day of March, 1980, by the following vote:

AYES: Directors Barth, Gordon, Griffin, Mathews, Orrick
NOES: None
ABSENT: None

Wm. L. McAnlis, Secretary

RESOLUTION NO. 80-37

RESOLUTION SUPPORTING CALIFORNIA
PUBLIC WORKS PROJECTS

WHEREAS, for many years Solano County has been vitally interested in navigation projects in the San Francisco Bay and its tributaries and also in the West Sacramento Canal Unit, an extension of the Tehama/Colusa Canal Project which will provide essential water for development of additional crop lands in Colusa, Yolo and Solano Counties and critically needed fresh water for the Suisun Marsh;

NOW, THEREFORE, the Solano County Board of Supervisors does hereby express support of and requests appropriations to continue the feasibility study by the Water and Power Resources Service of the extension of the West Sacramento Canal into Solano County, including funding for the Oat Reservoir in Yolo County.

BE IT FURTHER RESOLVED that the Solano County Board of Supervisors hereby expresses its support of the following Corp of Engineers projects:

a) The San Francisco Bay to Stockton Ship Channel;

b) The Sacramento-San Joaquin Delta Project;

c) The San Francisco Bay and Sacramento - San Joaquin Delta Water Quality and Waste Control Project;

BE IT FURTHER RESOLVED that the Solano County Board of Supervisors hereby reiterates its support for and requests the House and Senate Sub-committees on Energy and Water Development to support the above projects.

BE IT FURTHER RESOLVED that a copy of this Resolution be forwarded to Senators ALAN CRANSTON, S.I. HAYAKAWA and Congressman VIC FAZIO.

I. JOHN S. BLACKLOCK, Clerk of the Board of Supervisors of the County of Solano, State of California, do hereby certify

that the above and foregoing Resolution was regularly introduced, passed and adopted by said Board at a regular meeting thereof held on this 18th day of March, 1980.

On the motion of SUPERVISOR BRANN and the second of SUPERVISOR HEWITT, this Resolution was adopted by the following vote:

AYES: SUPERVISORS ASERA, BRANN, DAVIS, HEWITT and BRAZELTON

NOES: SUPERVISORS NONE

ABSTAINED: SUPERVISORS NONE

ABSENT: SUPERVISORS NONE

WITNESS my hand and Seal of said Board this 18th day of March, 1980.

JOHN S. BLACKLOCK
Clerk of the Board of Supervisors

By Linda Terra
Deputy Clerk

ORLAND-ARTOIS WATER DISTRICT DISTRIBUTION SYSTEM, CALIFORNIA

WITNESS

RANDALL FINCH, DIRECTOR, ORLAND ARTOIS WATER DISTRICT

Mr. BEARD. Next we have Mr. Randall Finch.

Mr. FINCH. Mr. Chairman, members of the committee, my name is Randall Finch. I am a farmer and Director of the Orland-Artois Water District. The District is located in the service area of the Tehama-Colusa Canal, Sacramento River Division of the Central Valley Project of California.

Mr. BEVILL. Your complete statement will be in the record.

[The statement follows:]

BOARD OF DIRECTORS
Donald D. Schnauer, President
Walter Lohse, Vice President
C. Randal Finch
John W. Canadas
John J. Vereschagin, Jr.

SECRETARY-MANAGER
Frank Enos, Jr.

ORLAND-ARTOIS WATER DISTRICT
(A UNIT OF THE SACRAMENTO VALLEY CANALS)
417 Colusa Street
ORLAND, CALIFORNIA 95963
Telephone (916) 865-4304

STATEMENT BEFORE
U. S. HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS, SUB-COMMITTEE ON
ENERGY AND WATER DEVELOPMENT

BY C. RANDAL FINCH,
DIRECTOR, ORLAND-ARTOIS WATER DISTRICT

HONORABLE TOM BEVILL, CHAIRMAN:

My name is C. Randal Finch, I am a farmer and Director of the Orland-Artois Water District. The District is located in the service area of the Tehama-Colusa Canal, Sacramento River Division of the Central Valley Project of California.

SUMMARY

Since completion of the Tehama-Colusa Canal through the service area of the Orland-Artois Water District, our landowners await the use of this supplementary source of water for use on their various crops and orchards. The landowners in our District urge your committee to approve the appropriation amount of $6,280,000 for continued construction of the Orland-Artois Water District distribution system and related facilities. This amount is supported by the California Water Commission and is for the completion of our distribution system works. The amount is also currently in the President's 1980-1981 budget and within the Water and Power Resources Service construction and inspection capability.

The history on the development of the Orland-Artois Water District is one of construction delays, associated rising costs and vexing administrative policy changes that have caused the project to become long overdue. During the same period these unnecessary delays have occurred, the

need for additional supplementary irrigation water within the District has taken place. Demand for irrigation water has increased as evidenced by the District's growth from the time of formation (17,325 acres) to the present 30,302 acres. Landowners clearly recognize the importance of the project not only to irrigate crops and orchards, but to further enhance the economic stability of our area as well. On February 26, 1976, the District signed a water service--distribution system contract with the Water and Power Resources Service. Thus, a tremendous need has been established and a willingness to repay our share of the Federal investment in the Orland-Artois project has been responsibily undertaken.

Construction of the first phase of the Orland-Artois project is currently underway. The urgent need for completion of construction of the distribution system cannot be overemphasized. Ever increasing inflationary trends continue to diminish the amount of real dollars available for our project. Any further delays at this point in our construction program seriously threaten the financial feasibility of the project. Not only do the landowners in the District suffer from these delays but the orderly repayment of the Federal investment in the Tehama-Colusa Canal project is threatened as well.

The increasingly important role the Sacramento Valley of California plays in the production of food and fiber for the U. S. and developing nations is significant. The assurance that available supplemental water supplies are introduced to the service area of the Tehama-Colusa Canal (ie Orland-Artois Water District) is of extreme importance to the economic stability of the area.

The recent drought in California (1976-1977) demonstrated how vulnerable we are in the state without additional water resource development. That drought experience places even greater emphasis on the need for completion of distribution systems throughout the Tehama-Colusa service area. Making additional supplemental water available would give reasonable assurrance that groundwater levels can be maintained and that groundwater basin overdraft conditions do not occur during heavy pumping as is associated with dry water years. Imported surface water supplies from the Central Valley Project, intergrated with existing groundwater through proper management, is the most single important alternative to keeping agriculture in our area economically sound.

CALIFORNIA PROJECTS

WITNESSES

ADRIAN FONDSE, CHAIRMAN OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN JOAQUIN, CALIFORNIA
DOUGLAS WILHOIT, VICE CHAIRMAN, BOARD OF SUPERVISORS
GEORGE BARBER, SUPERVISOR
CHARLES E. DIXON, COUNTY ADMINISTRATOR
GERALD SHERWIN, COUNTY COUNSEL

Mr. BEARD. Next is Adrian Fondse from the San Joaquin County Board of Supervisors.

Mr. FONDSE. My name is Adrian C. Fondse. I am Chairman of the Board of Supervisors of the County of San Joaquin, California. I am accompanied by Mr. Doug Wilhoit, who is Vice-Chairman of the Board of Supervisors; Mr. George Barber, who is a member of the Board of Supervisors; by Mr. Charles E. Dixon, who is the County Administrator, and by Mr. Gerald A. Sherwin, who is the County Counsel of San Joaquin County.

My detailed statement is on file with the staff or your committee, and I would request that that statement be incorporated in the record.

Mr. BEVILL. It will be.

[The statement follows:]

STATEMENT TO UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HONORABLE TOM BEVILL, CHAIRMAN

On Behalf Of
THE COUNTY OF SAN JOAQUIN
and the
SAN JOAQUIN COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT,
CALIFORNIA

March 27, 1980

Mr. Chairman and Members of the Committee:

My name is Adrian C. Fondse. I am Chairman of the Board of Supervisors of the County of San Joaquin, California. A resolution of the Board authorizing this presentation is attached.

In summary, the County of San Joaquin requests that the following appropriations be made to the Corps of Engineers and the Water and Power Resources Service for the fiscal year between October 1, 1980, and September 30, 1981, for projects of concern to the County:

Corps of Engineers - Construction	
New Melones Project	$8,500,000
Stockton Ship Channel	1,100,000
Corps of Engineers - Surveys	
Sacramento-San Joaquin Delta	$ 175,000
San Joaquin River Basin	1,000,000
Water and Power Resources Service - Construction	
Auburn Dam	$ 771,000
Folsom South Canal	100,000
Water and Power Resources Service - Investigations	
Delta Support Studies	$1,074,000

DETAILED COMMENTS

Corps of Engineers - Construction

New Melones Project.....$8,500,000

The New Melones Dam, Reservoir and Powerplant are practically complete for operational purposes. So far in calendar year 1980 the Project has provided some flood control benefits although restrictions on its operation have reduced those benefits substantially. Properly operated, the Project will prevent enormous damage in late April, May and June of this year through control of expected heavy snow-melt run-off.

There is need to finish cleanup work around the Dam, to prepare for reservoir recreation development and to acquire downstream flowage easements to protect riparian vegetation and salmon spawning riffles. The requested appropriation will permit these essential features to move forward.

Stockton Ship Channel.....$1,100,000

The entire San Francisco Bay-Stockton Channel Project has been long delayed. As a result, an increasing percentage of deep-draft ocean vessels are unable to reach Upper Bay and Stockton ports, or must load lightly which increases shipping costs greatly and reduces efficiency of the ports.

The Board of Supervisors urges that work on the entire channel proceed as rapidly as possible and, especially that a full start be made on the Stockton Channel portion in fiscal year 1980-81.

Corps of Engineers - Surveys

Sacramento-San Joaquin Delta.....$ 175,000

These funds are needed so the Corps can complete its survey report being prepared to ascertain the extent of Federal-State-local participation in Delta levee rehabilitation and repair. Again in recent weeks Delta islands have been inundated and disastrous losses in crops and water quality have resulted. There is complete agreement that a systematic cooperative program of rehabilitation and repair is needed to preserve the massive agricultural production of the Delta and to protect Delta water quality so important to both the State Water Project and the Federal Central Valley Project.

Completion of the Corps' survey report is the essential first step in developing such a program.

San Joaquin River Basin.....$1,000,000

San Joaquin County is particularly interested in the portions of this survey which deal with the Littlejohn Stream Group and New Hogan Dam. Littlejohn Creek and related streams are repeated sources of flood damage in the southeastern County and our Board looks forward keenly to the development of plans for improving conditions in this area.

Among other things, the New Hogam portion of the survey will develop means of helping to improve conditions for salmon runs that apparently have come into existence in the past 10 years or so. The Board favors such help provided the conservation yield of New Hogan Reservoir, so important to water-short eastern San Joaquin County, is not impaired. Accordingly, the Board has requested that if salmon enhancement is secured via special out-of-season reservoir releases, the study also develop plans for replacement by imported water from the American or Stanislaus Rivers.

Water and Power Resources Service - Construction

Auburn Dam.....$ 771,000

A primary decision regarding the type of seismically-safe dam to be constructed is expected to be agreed upon by the Interior Department and the State early in the coming fiscal year. Assuming this proves to be the case, final design and preparation of specifications for this much-needed project should be pressed forward during the remainder of the fiscal year looking towards resumed construction as soon as possible.

It is understood that some $5,000,000 in carryover funds will be available which, in addition to the $771,000 in the President's budget, will permit a final design program to be carried out. Lack of decision on Auburn Dam has effectively stalled promising progress on other programs involved in the Auburn-Folsom South Project. A definite signal that Auburn Dam will be built is all that is needed to cause these related programs to move forward.

Folsom South Canal.....$ 100,000

The most important of these Auburn-related programs is Folsom South Canal. This Canal now ends in Sacramento County about 10 miles north of the San Joaquin County line. The completed portion

60-588 O - 80 - 41 (pt. 10)

was designed to deliver over 400,000 acre feet of water to eastern San Joaquin County. This area is almost wholly developed to pasture, vineyard, row, and orchard crops and is suffering critical groundwater overdrafts.

If Auburn Dam is clearly to go ahead, parallel progress should be made on the Canal. Negotiations looking towards allocation of water to parts of the service area can resume, the Environmental Impact Statement can be completed, and a start can be made on right-of-way surveys and other preliminaries to extension of the Canal to its originally-intended terminus at Lone Tree Creek in San Joaquin County.

The requested funds should be available so progress on the Canal can be resumed.

Water and Power Resources Service - Investigations

Delta Support Studies.....$1,074,000

A wide variety of analyses and studies are required in the Sacramento-San Joaquin Delta in connection with existing and potential problems. Many of these programs involve cooperation with the State of California since both the State Water Project and the Federal Central Valley Project use the Delta as a means of conveying water across the Delta to their export pumping plants.

The State expends large sums in studying the effects of cross-Delta flows on water quality in the Delta and on export waters and in studying the effects of Project operations on fishery resources. The Service should have comparable funds with which to discharge its responsibilities toward the Delta.

BEFORE THE BOARD OF SUPERVISORS OF THE SAN JOAQUIN COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, STATE OF CALIFORNIA

R-80-491

RESOLUTION APPROVING STATEMENTS TO BE SUBMITTED TO SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT OF HOUSE OF REPRESENTATIVES AND SENATE APPROPRIATIONS COMMITTEES

- - - - - - - - -

WHEREAS, the Subcommittee on Energy and Water Development of the Committee on Appropriations of the United States House of Representatives and the Subcommittee on Energy and Water Development of the Committee on Appropriations of the United States Senate will each separately hold hearings on March 27, 1980, on the budgets of the U. S. Army Corps of Engineers and the Water and Power Resources Service; and

WHEREAS, numerous projects contained in those budgets are of benefit to San Joaquin County;

NOW, THEREFORE, BE IT RESOLVED that Chairman Adrian C. Fondse, Vice-Chairman Douglass W. Wilhoit, and Supervisor George L. Barber are hereby authorized and directed to appear before the aforementioned congressional subcommittees in Washington, D. C. in support of the appropriations for pending flood control, navigation, and water supply projects which will be of benefit to San Joaquin County and to present the attached statements.

PASSED AND ADOPTED this 19th day of March, 1980, by the following vote of the Board of Supervisors, to wit:

AYES: Supervisors Barber, Yoshikawa, Wilhoit, Fondse

NOES: None

ABSENT: Supervisor Alva

ADRIAN C. FONDSE, Chairman
Board of Supervisors
San Joaquin County Flood Control
and Water Conservation District
State of California

ATTEST: JORETTA J. HAYDE
Clerk of the Board of Supervisors
of the San Joaquin County Flood
Control and Water Conservation
District, State of California

By Jabbie Chapman
Deputy Clerk

(SEAL)

ENDORSED
FILED March 19, 1980
JORETTA J. HAYDE, Clerk

By Jabbie Chapman
Deputy

Mr. FONDSE. Thank you very much, Mr. Chairman, for this opportunity and this privilege to appear before you this morning.

Mr. BEVILL. Thank you for your statement.

CALIFORNIA PROJECTS

WITNESS

ARNOLD RUE, CITY COUNCILMAN, STOCKTON, CALIFORNIA

Mr. BEARD. Arnold Rue, City of Stockton.

Mr. RUE. We ask that our written statement be accepted by your committee, and the City of Stockton supports the Corps of Engineers and Water Power Resources Service Surveys, Flood Control and Reclamation Project.

We also support the increased amount for the deepening of the Stockton ship channel.

Thank you very much.

[The statement follows:]

STATEMENT BY THE CITY OF STOCKTON, CALIFORNIA

BEFORE THE

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE

UNITED STATES HOUSE OF REPRESENTATIVES

THE HONORABLE TOM BEVILL, CHAIRMAN

MARCH, 1980

WASHINGTON, D. C.

FLOOD CONTROL AND RECLAMATION APPROPRIATIONS

FISCAL YEAR 1980-81

City of Stockton, California

Mr. Chairman and Members of the Committee:

I am Councilman Arnold I. Rue of the City of Stockton, California authorized by the Stockton City Council to make this statement before your honorable body today.

The City of Stockton supports the Corps of Engineers and Water and Power Resources Service surveys, flood control and reclamation projects in the following amounts:

1.	New Melones Lake	$8,500,000
2.	Deepening of the Stockton Ship Channel to 35 feet and realigning part of the Channel	1,100,000 ~~500,000~~
3.	Survey for the San Francisco Bay and Sacramento-San Joaquin Delta Water Quality and Waste Disposal	50,000
4.	Sacramento-San Joaquin Delta Survey	175,000
5.	San Joaquin River Basin Survey	1,000,000
6.	The Auburn Dam Folsom South Canal	6,000,000 100,000
7.	Shasta Dam Enlargement	500,000
8.	Study of New Water Resources for the Central Valley Project	450,000
9.	Delta Support Studies	1,100,000
10.	Delta Corn Replacement Study	50,000

FLOOD CONTROL -- CORPS OF ENGINEERS

NEW MELONES LAKE ----------$8,500,000

The capability of the U. S. Corps of Engineers is $8,500,000 which is the amount we support. This money is for cultural preservation in the reservoir and acquisition of riparian habitat downstream of the dam. As these features will compliment the project, this capability is supported. New Melones is a project which augments the supply of water within Central California and we urge that the project be utilized to its maximum potential, both for its flood control benefits and for the additional water supply which it will create.

SAN FRANCISCO BAY TO STOCKTON SHIP CHANNEL DEEPENING ----------$ ~~500,000~~ 1,100,000

The City supports the Corps of Engineers' capability of $500,000 for the San Francisco Bay to Stockton Ship Channel Deepening. The present Channel depth of 30 feet combined with the increasing size and draft of oceangoing vessels prevents maximum usage of this vital port facility which is not only used by merchant vessels but also by the U. S. Navy and the U. S. Army. Now vessels are forced to top off at Bay ports, but they can be fully loaded at Stockton when the Channel is deepened to 35 feet.

The Port of Stockton is one of the large employers in San Joaquin County affecting directly or indirectly approximately 4,000 - 5,000 jobs with a payroll of $50 million. Unless proposed improvements to the Stockton Ship Channel are made, the Port of Stockton will fall behind in being a leading employer thus increasing the

persistent unemployment problem for Stockton. The Corps of Engineers has studied the environmental impacts of this project and determined there are "no effects." Therefore, construction should proceed as soon as possible.

SURVEYS -- CORPS OF ENGINEERS

The City of Stockton urges appropriations for the following surveys, all of which affect the Stockton area:

SAN FRANCISCO BAY AND SACRAMENTO-SAN JOAQUIN DELTA WATER QUALITY AND WASTE DISPOSAL	$ 50,000
SACRAMENTO-SAN JOAQUIN DELTA	175,000
SAN JOAQUIN RIVER BASIN	1,000,000

WATER AND POWER RESOURCES SERVICE

AUBURN DAM	$6,000,000

A budgeted amount of $771,000 may be augmented by approximately $5,000,000 in earmarked carryover funds. Inasmuch as Interior Department and State officials are working together with respect to a seismically-safe dam design at Auburn and a decision may be reached early in the 1980-81 fiscal year, the City Council believes that funds should be available to allow final designs and specification preparation to go forward when a seismically-safe design is agreed upon. The City Council recommends a budget of $6,000,000 to allow the project to proceed.

FOLSOM SOUTH CANAL	$ 100,000

The Council recommends an appropriation of $100,000 for Folsom

South Canal. Assuming a decision early in the fiscal year to go ahead with Auburn Dam, negotiations for the extension of the Canal, which were recessed primarily because of uncertainties over the construction of that Dam, should be resumed and proceed vigorously. We anticipate that these negotiations, and various studies related to them and to early resumption of construction on the Canal, will require at least $100,000 for activities of the service. In view of the critical groundwater conditions in Eastern San Joaquin County, the Council does not believe that any possible action should be overlooked in supplying supplemental water to that area at the earliest possible time.

DELTA SUPPORT STUDIES ----------$1,100,000

The City Council recognizes that the Water and Power Resources Service has substantial responsibilities in the Delta which should be funded fully.

SHASTA DAM ENLARGEMENT----------$ 500,000

STUDY OF NEW WATER RESOURCES FOR THE CENTRAL VALLEY PROJECT----------$ 450,000

Both studies might generate additional water that would directly or indirectly provide a supply of additional water into the Stockton Metropolitan Area. These are strongly supported.

DELTA CORN REPLACEMENT STUDY----------$ 50,000

Since this study may benefit agricultural production proximate to Stockton, which has an agribusiness economy, the California Water Commission's recommendation is supported.

Resolution No. 37,064

STOCKTON CITY COUNCIL

WHEREAS, in March, 1980, appropriate committees of the Congress of the United States will conduct hearings to consider Federal appropriations for flood control, reclamation, and navigational projects and surveys for fiscal year 1980-81, and

WHEREAS, several projects and surveys to be considered at said Congressional hearings will be of benefit to the City of Stockton and its environs, and

WHEREAS, the expeditious construction of said projects and completion of said surveys is required to protect the health, welfare and safety of the residents of this area; now therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

That the City of Stockton does hereby support the appropriations by the Congress of the United States of funds for fiscal year 1980-81 for the planning, continuation and completion of flood control, reclamation, and navigational projects and surveys; namely, NEW MELONES LAKE, SAN FRANCISCO BAY TO STOCKTON SHIP CHANNEL DEEPENING, SAN FRANCISCO BAY AND SACRAMENTO-SAN JOAQUIN DELTA WATER QUALITY AND WATER DISPOSAL SURVEY, SACRAMENTO-SAN JOAQUIN DELTA SURVEY, SAN JOAQUIN RIVER BASIN SURVEY, THE AUBURN DAM-FOLSOM SOUTH CANAL, SHASTA DAM ENLARGEMENT, STUDY OF NEW WATER RESOURCES FOR THE CENTRAL VALLEY PROJECT, DELTA SUPPORT STUDIES, AND DELTA CORN REPLACEMENT STUDY, which affect the City of Stockton and its environs; be it

FURTHER RESOLVED, that the representatives of the City of Stockton be and hereby are authorized to appear before appropriate committees of the Congress of the United States on March 27, 1980, for the purpose of making presentations consistent with this resolution; be it

FURTHER RESOLVED, that the City Clerk of the City of Stockton is hereby authorized and directed to send copies of this resolution to the Honorable Alan Cranston, the Honorable S. I. Hayakawa and the Honorable Norman Shumway.

PASSED, APPROVED and ADOPTED this 10th day of March, 1980.

s/ DANIEL A. O'BRIEN
DANIEL A. O'BRIEN, Mayor
of the City of Stockton

ATTEST:

s/ JOHN M. JARRETT
JOHN M. JARRETT, City Clerk
of the City of Stockton

I, John M. Jarrett certify that this document is a true and correct copy of Resolution No. 37,064 adopted by the City Council of the City of Stockton on March 10, 1980 and on file in the office of the City Clerk of the City of Stockton.

Date: March 11 1980

JOHN M. JARRETT
City Clerk of the City of Stockton
By John M. Jarrett

STOCKTON FOUNDED JUNE, 1849 • INCORPORATED JULY, 1850 •

AUBURN-FOLSOM PROJECT, CALIFORNIA

WITNESS

JOHN S. HARNETT, GENERAL MANAGER, EAST BAY MUNICIPAL UTILITY DISTRICT
KIRKLAND BETTS

Mr. BEARD. Mr. Harnett, of the East Bay Municipal Utility District.

Mr. BETTS. Mr. Harnett could not be here today and asked that we submit his statement for the record.

[The statement follows:]

STATEMENT OF JOHN S. HARNETT, GENERAL MANAGER, EAST BAY MUNICIPAL DISTRICT

Mr. Chairman and Members of the Committee: The East Bay Municipal Utility District suppies municipal and industrial water to a 300 square mile area in Alameda and Contra Costra Counties, located on the eastern side of San Francisco Bay. This water is served to 1.1 million people who reside in that area.

The District has a direct interest in the competition of the Auburn Dam for two reasons: first as a contractor for project water and, second, as an indirect beneficiary in that part of the service area which encompasses the Lower Mokelumne River. This latter interest relates to the heavy groundwater pumping in that area which results in increasing seepage losses from the Mokelumne River. Much of the seepage loss must be made up by release of water stored by the East Bay Municipal Utility District for its own use, and, as the losses increase, the safe yield of the District's Mokelumne River Project is reduced proportionately. Since the Mokelumne River Project supplies 95 percent of the District's water, the project yield is of major concern.

An imported surface supply from the Auburn-Folsom South Project has been the expected solution to this problem for many years. Furthermore, the District provides storage, on an interim basis, to agricultural interests along the lower Mokelumne River, who also have looked to this project to meet their long-term water requirements. Without the Auburn Dam and the Folsom South Canal, their water requirements will eventually have to be met from groundwater. This was exactly the situation that occurred during the recent drought which resulted in alarming declines in the groundwater table.

It is urged that the California Water Commission's funding recommendations be accepted in the sum of $796,000 for the Auburn-Folsom South Project. This includes $771,000 for Auburn Dam and Reservoir, and $25,000 for Folsom South Canal. It is further recommended that such additional sums as are required for construction of Auburn Dam and for final design and right-of-way acquisition on Folsom South Canal be appropriated, provided that award of a main dam contract will be made only after safety issues are decided.

SAN LUIS REY RIVER FLOOD CONTROL, CALIFORNIA

WITNESS

WILLIAM D. BELL, DEPUTY MAYOR, CITY OF OCEANSIDE, CALIFORNIA

Mr. BEARD. Mr. William Bell from Oceanside, California, has a statement for inclusion in the record.

Mr. BEVILL. Without objection, it will be included at this point.

[The statement follows:]

CITY OF OCEANSIDE

MAYOR
PAUL G. GRAHAM

DEPUTY MAYOR
WILLIAM D. BELL

COUNCIL MEMBERS
LUCY R. CHAVEZ
JOHN C. CASEY
RAY BURGESS

March 27, 1980

PRESENTATION TO THE ENERGY & WATER DEVELOPMENT SUBCOMMITTEES OF THE APPROPRIATIONS COMMITTEES OF THE UNITED STATES SENATE AND THE UNITED STATES HOUSE OF REPRESENTATIVES

San Luis Rey River Flood Control Project

Gentlemen:

I am William D. Bell, Deputy Mayor of the City of Oceanside, California. I am most appreciative of the opportunity to be heard today and to testify on the urgency for the Congress to provide in this coming year's fiscal budget, the Planning allocation of $400,000 requested by the Army Corps of Engineers and the California State Water Committee to fund Phase I engineering and design for this project.

We are most appreciative that Congress in 1965 had the foresight to initiate plans for averting major flood disasters through passage of the Flood Control Act. The U. S. Army Corps of Engineers in 1968 completed a comprehensive study of the lower San Luis Rey River Floodplain which included a preliminary flood control project plan to protect a major area of Oceanside from extensive damage. Planning has been exceedingly slow due to the lack of funding.

The winter storms of January, February and March, which caused great hardship and destruction, highlighted the need to control these floodwaters. The citizens of Oceanside experienced extensive flooding of homes and factories -- loss of property and loss of wages. Portions of the road system were destroyed causing some homes to be completely cut off from effective Police and Fire protection. If the magnitude of the storms had been any greater, the results would have been catastrophic. The urgency of prompt completion of this project is clear.

Recent allocations of Congress have assisted the Corps of Engineers toward this goal. Now the community of Oceanside requests your continuing cooperation by providing these urgently needed funds for an "on schedule" completion of the San Luis Rey Flood Control Project.

Respectfully submitted,

William D. Bell
Deputy Mayor
City of Oceanside, California

OFFSET
CAMERA COPY

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SAN LUIS REY RIVER FLOOD CONTROL PROJECT

CITY OF OCEANSIDE
San Diego County
California

Advanced Engineering and Design

Total Estimated Federal Cost	Allocation Prior to FY 1980	Estimated Cost Through FY 1980	Balance to Complete	Budget FY 1981	Corps of Engineers Capability FY 1981
$2,000,000	$864,000	$1,164,000	$436,000	$400,000	$400,000

PROJECT HISTORY AND DESCRIPTION

The San Luis Rey River, with a tributary drainage area of 558 square miles, is one of the largest in San Diego County. Numerous destructive floods have been recorded, but the flood of 1916 was the most extreme. The flood overflow area of 3,800 acres is the residence or job site for over 6,000 citizens of the community and is valued in excess of $73 million. Most of the valley development has occurred since 1916, thereby increasing the potential damage from such a flood to $9 or $10 million. The floods of 1978, 1979 and 1980, have been particularly disastrous in terms of loss of life, loss and damage to property, outright destruction of residential and commercial land, and loss of industrial production and wages. The magnitude of the destruction is without parallel in the City's history. Control of these floodwaters is urgently and imperatively needed.

The Corps of Engineers completed a flood control project study in 1968 which recommended a control channel 7 miles in length from the ocean to protect this area of Oceanside which was estimated to cost $10 million. The City of Oceanside immediately zoned the control channel area to preserve the project right-of-way. Although the City has grown rapidly during the last 11 years, especially in the flood overflow area, no further progress toward the project was made until 1976 when funds for advanced engineering and design were appropriated. An update of the estimated project cost now appears to be approximately $20 million.

The Corps is proceeding with a review of the 1968 report as a prerequisite of preconstruction planning. The proposed allocation for fiscal year 1981 is $400,000. Each year the project costs and the probability of a disastrous flood are steadily rising. The City is most anxious to see an allocation for FY 1981 ($400,000) confirmed and completion at the earliest possible date.

Prepared by: CITY ENGINEERING DEPARTMENT
March [illegible] 1980

CALIFORNIA PROJECTS

WITNESS

HOWARD HAILE, ACTING CHIEF ENGINEER, LOS ANGELES FLOOD CONTROL DISTRICT

Mr. BEARD. Howard Haile.

Mr. HAILE. We have three items. I filed a statement with your committee.

We would like you to support the Los Angeles County Drainage Area Review—support recommended allocation of $457,000.

We would like to see continuance of the Code 710 program, allocation of maintenance funds to assist in the development of recreational and landscaping features for existing flood control projects.

We would also like support continued on the allocation of funds to the Corps to adequately maintain features of the Los Angeles County flood control system for which it is responsible, including removal of debris from the Hansen Reservoir.

I believe that is all.

Mr. BEVILL. We will insert your complete statement in the record at this point.

[The statement follows:]

Los Angeles County Flood Control District

A PRESENTATION OF THE FLOOD CONTROL NEEDS IN LOS ANGELES COUNTY

FISCAL YEAR 1980-81

STATEMENT OF HOWARD H. HAILE, ACTING CHIEF ENGINEER, LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, CALIFORNIA, SUBMITTED TO THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT OF THE HOUSE COMMITTEE ON APPROPRIATIONS.

Summary of recommendations by Los Angeles County Flood Control District concerning the President's Budget allocations to the U.S. Army Corps of Engineers:

1. Los Angeles County Drainage Area Review - Support recommended allocation of $457,000.

2. Code 710 Program - Support continued allocation of maintenance funds to assist in the development of recreational and landscaping features for existing flood control projects.

3. Operation and Maintenance - Support continued allocation of funds to the Corps to adequately maintain features of the Los Angeles County flood control system for which it is responsible, including removal of debris from the Hansen Reservoir.

Mr. Chairman and Gentlemen:

The past year saw a February 1980 repetition of the disastrous floods which befell Southern California in February and March of 1978. Rainfall totals approached twice normal with moderate to heavy intensities and damage in widespread situations. The eight major fires in September 1979 destroyed approximately 55,000 acres of valuable watershed. The fear of the classic fire-flood sequence caused us to concentrate our fall efforts on the protection of life and property directly below these burned watersheds. The February 1980 storms caused considerable debris production in the fire areas. We are currently concentrating our efforts on removal of this debris.

We believe efforts must continue to insure residents of Los Angeles County the best practicable protection, whether it be by means of flood control structures or by means of flood plain management. We have recommended your Committee support the President's Budget recommendations for Los Angeles County. The proposed allocation will provide for the continuation of one major planning study previously supported by your Committee.

This study is known as the Los Angeles County Drainage Area Review. This is a review of the adequacy of the existing flood control system protecting metropolitan Los Angeles. Portions of this system are based on design criteria developed in the 1930's and are known to be inadequate in the light of the tremendous growth of our County since that time. It is imperative that these weaknesses be identified in detail and corrected so that residents and businesses may be protected from the threat of flood disaster. Of particular concern are the Tujunga Wash and Arroyo Seco systems. Partially as a result of the 1971 earthquake and the 1978 and 1980 floods, Hansen Dam, the Corps' primary flood control element on Tujunga Wash, has filled with sediment to the point where we are concerned about the ability of the system to handle a design flood. On the Arroyo Seco, Devil's Gate Dam and the Arroyo Seco Channel are both old and deficient by modern standards. The review of these systems to clearly establish their capability and identify the risks involved is urgently needed.

In addition to the above studies, we wish to urge the Committee's continued support of the Code 710 Program whereby the Corps participates with local agencies in the development of recreational and landscaping features for existing flood control facilities. In Los Angeles County, many of these facilities were constructed by the Corps before aesthetic or other environmental considerations were important. There is considerable local interest in the enhancement of these facilities and in the recreational opportunities they can provide with suitable treatment. Our District is acting as a lead agency in this program in cooperation with the State, County, and local cities. These agencies are preparing to allocate $550,000 during the 1980-81 Fiscal Year as the local matching share of these recreational development costs.

The Hansen Dam situation identified above is representative of the general problem of ongoing maintenance of an aging flood control system. The cost of removing rock and mud, which has been collecting for 40 years, could be as much as $200 million. We are very much aware of the importance of maintenance and have expended considerable effort on our own system to keep it in operable condition. We urge that you provide adequate support to the Corps to avoid deterioration and expensive future corrective measures.

On behalf of the citizens of Los Angeles County, I would like to express appreciation for the continuing support of this Committee. We are most appreciative of the Federal involvement in the construction and operation of flood control facilities in Los Angeles County.

March 27, 1980

CALIFORNIA PROJECTS

WITNESS

HON. DON CLAUSEN, A REPRESENTATIVE IN THE CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. Our distinguished colleague and friend, Congressman Don Clausen, the Ranking Minority Member of the House Public Works and Transportation Committee, is with us.

Congressman Clausen, I know you need to get back to your Committee work.

STATEMENT OF CONGRESSMAN CLAUSEN OF CALIFORNIA

Mr. CLAUSEN. I ask unanimous consent that I be permitted to submit my statement for the record. It is a fairly comprehensive statement outlining not only the support for the items in the budget, but if you will notice that we have a heavy requirement for the ongoing navigation projects up and down the coast.

As I am sure all of you know, I have a coastline of nearly 350 miles and harbor projects are a high priority. We have a number of our own local harbor commissioners and harbor project sponsors that are here.

I will just leave it with that. We have done our level best to submit the kind of recommendations that would coincide with what I know to be the kinds of budget constraints you are going to be facing, so it is kind of a lean request consistent with what I think is the responsibility all of us will have to face up to.

Mr. BEVILL. Thank you. We appreciate your good support.

Your complete statement will appear in the record at this point.

[The statment follows:]

STATEMENT OF CONGRESSMAN DON CLAUSEN

Mr. Chairman: I want to express my sincere appreciation to you and the distinguished members of the Public Works Appropriations Subcommittee for extending to me this opportunity to offer testimony in support of appropriations for the following flood control, navigation and water conservation and development projects for inclusion in the Budget for FY 1981.

Project	*Appropriation request*
Contruction:	
Crescent City Harbor	$200,000
Warm Springs Dam	32,980,000
General Investigations:	
Crescent City Harbor	220,000
Northern California Streams	175,000
Advanced Engineering and Design: Noyo River and Harbor	160,000
Operation and Maintenance:	
Crescent City Harbor	1,632,000
Coyote Valley Dam	1,634,000
Warm Springs Dam	534,000
Noyo River and Harbor	380,000
Humboldt Harbor and Bay	1,505,000

Additionally, I am requesting that the Subcommittee restore funding for three General Investigative Studies which have been ongoing in the Second Congressional District for the past four years. Funds for these studies have not been

included in the Administration's budget. The studies and the Corps of Engineers stated capability for them are:

Eel River Basin---------- $200,000

This interdisciplinary investigation of the land and water-related elements of the entire Eel River Watershed is unique in its potential to provide us with state-of-the-art methods for dealing with low-flow problems in the summer and for coping with bank erosion and flood problems every winter. I request the Subcommittee approve the amount of $200,000, the stated capability of the Army Corps of Engineers.

Humboldt Bay Baseline---------- $375,000

Funding for this study was not included in the Administration's budget. I ask the Subcommittee to approve an add-on of $375,000 for this baseline study of the harbor area. Full funding will enable the citizens of this community to determine the best possible uses of the land and water resources in the bay area.

Northern California Stream (Russian River Component)---------- $100,000

Designed primarily to investigate potential Northern California water resources, this survey has thus far made significant contributions to state and local agencies in their development of effective water resource plans. The $175,000 appropriation request when augmented with an additional $100,000 specifically aimed at the Russian River component of the Northern California Streams Survey, will build a comprehensive data base for mutual use by the Sonoma, Lake, Mendocino, and Humboldt Counties in carrying out their development of an Eel-Russian Watershed Conservancy Program. The cited additional request of $100,000 for the Russian River component of the Northern California Streams Survey is vital in determining the causes of sedimentation and erosion in the Dry Creek-Russian River confluence area. I want to reiterate the key point that these studies have been ongoing for several years and have been previously funded because of the judicious actions of this Subcommittee.

Appendix

NOYO RIVER AND HARBOR

These urgently needed funds will permit the Corps to conclude testing of alternative breakwater configurations for the Noyo Harbor Breakwater Project. The budget includes $160,000 for this activity. $380,000 has also been included for annual maintenance dredging, and I support both amounts.

COYOTE VALLEY DAM

$1,634,000 has been recommended by the Administration as the necessary sum to provide annual operation and maintenance of this proven investment in flood control and water supply.

CRESCENT CITY HARBOR

The Administration has included funding for three different activities associated with this project: $1,632,000 for annual maintenance dredging and operations, $220,000 to study a persistent shoaling problem in the harbor and develop an engineering solution to it, and $200,000 to complete an EIS and develop plans and specifications for deepening the existing channel to twenty feet. I strongly support these amounts.

HUMBOLDT HARBOR AND BAY

$1,505,000 has been requested to perform necessary annual dredging and jetty repair to permit effective use of the facilities of the harbor. I support the above funding level.

WARM SPRINGS DAM

As construction progresses this year, there is a requirement to provide $534,000 to sustain the operations and maintenance of the completed components of the dam. Obligations against the ongoing construction contract for the dam and spillway facilitates plus funds needed to relocate roads that will be inundated will consume the requested $35,980,000 in the Administration Budget. Those same funds will also permit the introduction of recreation facilities next year. I support and recommend the above funding.

CALIFORNIA PROJECTS

WITNESS

HON. LEON E. PANETTA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. Congressman Panetta, we are, of course, pleased to have you with us today.

Mr. PANETTA. Thank you, Mr. Chairman.

As a member of the Budget Committee, I, too, well understand your constraints, and, as a matter of fact, we are going to be coming to the floor very soon with, hopefully, a balanced budget that everyone can support.

I recognize your constraints.

Mr. BEVILL. We will be willing to take our share of the knocks just so you don't knock us too hard.

STATEMENT OF CONGRESSMAN PANETTA OF CALIFORNIA

Mr. PANETTA. I would just stress a few areas. I would urge your support for the President's request for harbor protection in my area. As Don Clausen has suggested, our harbors are extremely important in California as elsewhere. We have an extremely large commercial fishing industry as well as recreational boating. The funding for three harbors in my area, Santa Cruz, Moss Landing, and Morro Bay, is extremely important because we need ongoing dredging to take place with regard to each of those areas.

The other point I would make is on the San Felipe project, which has already commenced, and which I have stressed in testimony before this committee over and over again. We have begun construction of the Pacheco Tunnel. It is already in the process of being constructed. It is ahead of schedule. It shows up the tremendous importance of water to our area, my particular area being San Benito County, which is depending on this. Water, as you know, is the lifeline of agriculture and of the communities that exist on agriculture. It is extremely important that the money that is being requested in the vicinity of $30 million be approved to continue development and construction and completion of the San Felipe project.

A few others not contained in the budget request: One relates to San Felipe, a P.L. 130 loan that is being requested by the San Benito Flood Control District for $200,000. It is the first step in a $19.9 million loan request. The county is prepared to ask for those funds. Indeed, the request was submitted in January. Everyone expected it would be included in the President's request. It was not submitted in sufficient time. We feel that this is an important first step to allow San Benito to develop the distribution system that would convey those waters provided through the San Felipe project.

Also, I would urge your approval of a $100,000 appropriation for flood control study of the San Lorenzo River. We have had serious siltation in that river; just this last winter, after serious rains, we faced a flood threat in that area. I would ask for your support of this request as well.

I urge your consideration of these requests. Obviously, these are extremely important to the area that I represent and to the communities that are served by these projects.

Thank you for your consideration.

Mr. BEVILL. Thank you and your prepared statement will be inserted in the record at this point.

[The statement follows:]

TESTIMONY OF THE HONORABLE LEON E. PANETTA

Dear Mr. Chairman: I appreciate this opportunity to present testimony on behalf of water and harbor projects of interest to my constituents in the 16th District of California. I'd like to begin my testimony with a few words of support for those projects for which the President has requested funding in 1981, and then move on to describe several projects which were not included in the President's budget request but which are of enormous importance to the residents of my district.

The President has requested funding for operation and maintenance costs for three harbors along the central California coast. These are the Santa Cruz ($675,000) and Moss Landing Harbors ($479,000) on the Monterey Bay, and the Morro Bay Harbor ($649,000) in San Lius Obispo County. Each of these is a key facility for recreational and commercial vessel traffic along the Pacific coast. Dredging and annual maintenance activities are essential to insuring the maximum use of these harbors and their accessibility as ports of refuge, and I would recommend the committee's favorable consideration of the President's request for these items.

Additionally, $75,000 has been requested for continuation of the study on the need for general upgrading of the Morro Bay facility. The results of this study will be critical to providing adequate space at the harbor for its users as well as to determining the most effective and efficient means of reducing the shoaling there.

A further item in the President's budget request which is of great interest to the residents of my district is the flood control project on the Santa Maria Valley levees. Upgrading the existing levee system will insure continued protection for the region of Santa Barbara and San Luis Obispo Counties from the threat of a flood.

The final project in the President's budget request for which I would recommend the committee's support is funding for the San Felipe Division of the Central Valley Project. The water which is to be conveyed by this system is critical to maintaining existing agricultural land in production. Depletion of local water tables and the contamination of existing supplies by high mineral content has resulted in the loss of productive agricultural lands. The San Felipe project will eventually restore many acres to production and will additionally avert future losses in the fertile central valley area. Progress on the Pacheco Pass Tunnel excavation in my district has proceeded ahead of schedule, attesting to the effectiveness of the federal investment in this project. The Water and Power Resources Service has indicated that $29,966,000 can be efficiently expended in fiscal year 1981, and I strongly support the President's request for this amount.

In addition, I would like to request the committee's support for three items which were not requested in the President's budget, but which are of enormous importance to the residents of the central California coastal area.

The first is a $100,000 appropriation for the third year of the flood control survey currently underway for the San Lorenzo River in Santa Cruz County. This study is being performed by the Corps of Engineers' San Francisco District office. The official budget request was put off in light of the fact that the local community recently initiated dredging activity on the river. However, it has since become clear that the limited resources of the city will prove far from sufficient to resolve the serious problem which is confronted there. Since the Corps initially provided flood control work on the river some twenty years ago, silt has continued to accumulate along the entire length of the river until today the City of Santa Cruz and surrounding communities face a real danger of a major flood similar to that which caused widespread damage in 1957. Consequently, I believe we should move to reach a permanent solution to the siltation problem at the San Lorenzo River by continuing funding for the flood control survey.

Secondly, I would like to request the committee's support for funding under the General Investigations category for the third and final year of the Corps of Engineers' feasibility study on the proposed expansion of the Moss Landing Harbor. Of the three harbor facilities on the Monterey Bay, only at the Moss Landing Harbor does the possibility present itself of expanding harbor facilities to meet the tremendous demand for vessel berths. While the Corps had intended to delay completion of the study, in view of the need for a comprehensive evaluation of the options for enlarging the harbor's capacity I believe we should move to finish the study in the coming year. The Corps has indicated that $150,000 would be required for this purpose, and I would urge the Committee's approval of this amount for completion of the study.

The third item of concern to me which was not among the projects for which the President recommended funding is $200,000 in Public Law 130 loan monies requested by the San Benito County Flood Control District for design and preconstruction work on a distribution system for water delivered through the San Felipe Project. This system is important not only to insuring the efficient utilization of the water supplies provided by the Central Valley project but also to supplying vitally needed water to agricultural land in San Benito County. Reductions in the underground water levels in the County have necessitated the drilling of deeper and deeper wells; this in turn has resulted in increasingly higher contents of harmful minerals in the County's water supply. Boron salt content of well water has already forced the abandonment of intensive agricultural land production on over 3,000 acres in one portion of the County alone. Making available the needed loan monies to the Flood Control District will insure that the County's highly fertile agricultural lands receive the fresh water supplies needed to remain in production.

The District has already submitted an application for the full $19.9 million in loan monies required for the project, and a contract for this loan is being negotiated between the Water and Power Resources Service and the County Flood Control District. The County has demonstrated its willingness and ability to fund its portion of the project; it has in fact already collected in fees an amount more than sufficient to match the requested $200,000 in initial loan monies. Although the District's application to the Water and Power Resources Service was not received in time to be included in the President's request, I feel we should act to initiate work on this important project in 1981.

Finally, in the event that the committee should consider funding the projects for which an authorization is included in this year's water resources development legislation, H.R. 4788, I would like to bring to your attention a provision in that bill which is of paramount importance to the residents of Santa Cruz County in my district. While the Corps is continuing its study of the siltation problem at the San Lorenzo River, the citizens of nearby communities must continue to live under the threat of severe flooding from the river. Section 374 of H.R. 4788 would authorize the Corps to conduct a one-time only dredging operation of the river at a cost of $2 million, and I would recommend funding of this essential operation should the committee decide to appropriate monies for the authorizations included in that bill.

I'd again like to thank the committee members for allowing me this opportunity to testify, as well as for your continued aid and cooperation on this important topic.

ALPAUGH IRRIGATION DISTRICT, CALIF.

WITNESS

HON. WILLIAM THOMAS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. We also have our distinguished colleague, Congressman Thomas. The Chair recognizes you at this time.

Mr. THOMAS. Thank you, Mr. Chairman. I was here last year and appreciate the support on the loan to Alpaugh Irrigation District. Phase 1 has been completed. We are back asking for a loan for $690,000 to complete phase 2. It will be a significant energy savings and provide much needed water.

I would like to introduce to you Mr. George Pryce, President of the Alpaugh Irrigation District and Mr. Joseph Summers, a Civil Engineer assisting the District with this project.

Mr. BEVILL. Thank you very much. We appreciate the appearance of these two gentlemen.

Mr. THOMAS. Thank you, Mr. Chairman.

REDBANK-FANCHER CREEKS FLOOD CONTROL PROJECT, CALIFORNIA

WITNESSES

GEORGE ILG, CHAIRMAN, FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
DOUGLAS HARRISON, MANAGER
ROLAND NALE, PRESIDENT, BOARD OF DIRECTORS
ROBERT LEAKE, MANAGER, FRESNO IRRIGATION DISTRICT

Mr. BEVILL. Next we will will hear from Mr. Ilg.

Mr. ILG. My name is George Ilg. I am Chairman of the Fresno Metropolitan Flood Control District and am appearing to request an appropriation of $325,000 for the Corps of Engineers Redbank-Fancher Creeks Flood Control Project. Our testimony is submitted on behalf of the Cities of Fresno and Clovis, the County of Fresno, the Fresno Irrigation District and our Flood Control District. Also in attendance are Mr. Roland Nale and Robert Leake, of the Irrigation District, and Mr. Doug Harrison, of the Flood Control District.

We are grateful for the previous support of the committee and the opportunity to testify again. We respectfully ask that our statements requesting what is a minimal but critical appropriation be made a part of the record.

Thank you very much.

[The statements follow:]

BEFORE THE
UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
THE HONORABLE TOM BEVILL, CHAIRMAN

STATEMENT OF GEORGE F. ILG, FRESNO, CALIFORNIA

Mr. Chairman, and Members of the Committee:

My name is George F. Ilg and I serve as Chairman of the Board of Directors of the Fresno Metropolitan Flood Control District of Fresno County, California, the local sponsor for the Redbank-Fancher Creeks Flood Control Project. I am also authorized to speak on behalf of the County of Fresno, the Cities of Fresno and Clovis, and the Fresno Irrigation District.

Our purpose before the Committee is to request that federal funding in the amount of $325,000 for detailed engineering and design be included in the budget for the 1980-81 fiscal period.

The Redbank-Fancher Creeks project was initially identified in the Big Dry Creek project investigation authorized by the Congress in 1940. In 1956, the Congress specifically authorized the flood control project investigation for the Redbank and Fancher Creeks stream system. Unfortunately, federal funds for the investigation were not appropriated until Fresno County was declared a part of the 1969 California disaster area. Since that time, however, the Congress has made available funds to meet the Corps' needs in pursuit of the completed project investigation. That investigation is now complete and identifies the need for the project, proving it to be both economically justified and environmentally sound.

When constructed, the project will provide flood protection to an area of 57,000 acres containing a population in excess of 119,000 people and a market value in excess of 1.6 billion dollars. Total estimated average annual flood damages approximate six million dollars and affect both urban and agricultural properties. The proposed works will also protect an open irrigation canal system which transverses 210,000 acres of the world's most productive agricultural lands, Fresno County's annual production exceeding one billion dollars. The project will control the historic flooding which has seen the stream and canal systems overtop their banks an average of once every four years since 1953.

In July 1977, the completed investigation report was forwarded to the Board of Engineers of Rivers and Harbors. At the request of the Board, additional study was undertaken, that study completed in December 1978. As of this date, the project was included by the Congress in H.R. 4788 for authorization of detailed engineering and design with the total sum of $575,000 provided within the Act to support such work. The specially worded authorization reflects the awareness of the Congress of the special circumstances and needs associated with this project. Congressional action at this time effecting the requested appropriations is critical in that it will prevent as much as two years of additional delay, saving the taxpayer an estimated thirty percent in increased project costs which would be associated with such delay.

We appreciate the privilege of appearing before the Committee and the past support the Committee has extended to the Redbank-Fancher Creeks project. We respectfully urge your continued support and ask that our statements be made a part of the hearing record.

A more detailed presentation accompanies this request.

MARCH 27, 1980

BEFORE THE
UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
THE HONORABLE TOM BEVILL, CHAIRMAN

STATEMENT OF GEORGE F. ILG, FRESNO, CALIFORNIA

The people of the central county area of Fresno County, California are deeply appreciative of the opportunity to have the presentations of their representatives heard by the honored members of the Congress. While the Redbank-Fancher Creeks Flood Control Project is not large by some standards, it is critically important to the Fresno-Clovis metropolitan area which is the business center of the most productive agricultural county in the world, average production exceeding one billion dollars annually since 1974.

This report, first submitted in May 1971, has been prepared to substantiate and support the vital need for flood control works on Redbank and Fancher Creeks. These two uncontrolled natural streams are related to and are a part of the San Joaquin-Kings River Interstream Group which were included in the San Joaquin River Basin Survey by the Corps of Engineers for more efficient management of the investigations. The Redbank and Fancher Creeks study was removed from the Interstream Group and listed as a separate project when the South Pacific Division of the Corps forwarded the completed feasibility report and the required environmental impact study to the Board of Engineers of Rivers and Harbors in July 1977.

AUTHORIZATION:
The Congress, on June 13, 1956, authorized the Corps of Engineers to investigate the feasibility of a federal flood control project for the Redbank-Fancher Creeks stream group, this following the major floods of 1955 and 1956. Unfortunately, funds were not provided and the Corps did not begin the investigation until the area had suffered its worst flooding in history during January and February of 1969. The release of funds and the start of the investigation occurred in July 1970, some fourteen years after Congressional authorization.

PROJECT LOCATION AND NEED:
Redbank and Fancher Creeks, their tributaries and related streams addressed by the proposed project, are located on the western slope of the Sierra Nevada mountains. The watershed encompasses some seventy-five square miles and generates storm runoff which flows through the heart of the metropolitan area. The flows impact directly on the open irrigation canal system which transverses some 210,000 acres of the world's most productive agricultural land and 45,000 acres of a densely developed urban community with a population in excess of 350,000.

It is currently estimated that the flood plain to be protected by the proposed project includes 57,000 acres with a population of 119,000 and a market value in excess of 1.6 billion dollars. Total estimated average annual flood damages approximate $6,000,000 and affect both urban and agricultural properties.

HISTORY OF FLOODING:
As a result of the uncontrolled nature of the subject stream group, flooding has occurred frequently. Floods of record occurred in March 1938, December 1955, January 1956, January 1969, February 1969 and March 1978. In addition, available records indicate flooding of lesser severity occurred in 1952, 1958, 1965, 1972, and 1977 with the streams and irrigation canal system overtopping their banks on the average of once every four years since 1953.

Although the recent floods which occurred in February and March 1978 were of a lesser magnitude than those of 1969, thousands of dollars in damages to private homes, public roads, irrigation facilities and hundreds of acres of prime agricultural lands were experienced. Such floods again demonstrated the urgent need for immediate construction of flood control works.

LOCAL SUPPORT:

Following the floods which occurred in January and February 1969, the Fresno area was declared a part of California's disaster area. With the realization that millions of dollars in flood damages could have been prevented and that a recurrence of such floods would be even more devastating, a public hearing on the subject of needed flood control works was held on February 28, 1969. Hundreds of the community's citizens representing some seventy-five public and private organizations met and drafted resolutions to the U.S. Army Corps of Engineers and legislative representatives urging the active pursuit of Redbank-Fancher Creeks flood control project. Subsequently, the County of Fresno, the Cities of Fresno and Clovis, the Fresno Metropolitan Flood Control District, and the Fresno Irrigation District, authorized direct work with the Corps of Engineers and the Congress to secure adequate flood protection for the Fresno-Clovis metropolitan area.

In an effort to ensure the availability of lands needed for the required flood control structures, the County of Fresno acting jointly with the Fresno Metropolitan Flood Control District did, on October 22, 1974, effect open-space and conservation zoning of approximately 500 acres. More recently, the Cities of Clovis and Fresno, the County of Fresno, and the Fresno Metropolitan Flood Control District, have signed contracts appropriating $335,000 per year over the next several years to acquire the necessary project lands.

Relatedly, the California Water Commission has continually supported the project and continues that support pending the authorization now before the Congress. Further, the State Reclamation Board has submitted a supporting letter of intent for local assurances.

Most recently, the Citizens Project Advisory Committee has been created by the Flood Control District. The Committee has reviewed and confirmed the project's need and design features. The Committee is now actively engaged in drafting a financing plan to ensure the availability of the required local cost share and the equitable distribution of those costs.

ENVIRONMENTAL CONSIDERATIONS:

Upon completion and distribution of the Draft Feasibility Report and Draft Environmental Impact Statement, a public hearing was held within the project area by the Fresno Metropolitan Flood Control District, the local project sponsor, and the U.S. Army Corps of Engineers. Testimony submitted during the subject hearing indicated that there are no areas of controversy associated with the project or its limited environmental impact. In summary, the testimony received confirmed the accuracy of the Draft Environmental Impact Statement in identifying only limited impacts and the adequacy of the proposed mitigation measures. It was also apparent that any adverse environmental impact which might be associated with the project during the brief construction period would be of a temporary nature and insignificant when compared with the permanent environmental and social benefits which would be derived by the construction of the needed works.

PROJECT FEASIBILITY AND FINANCING:
During July 1977, the Division Engineer forwarded to the Board of Engineers of Rivers and Harbors the completed project feasibility report and environmental impact statement. The completed report, supplemented by additional detailed studies, substantiates the need for the proposed project and identifies strong economic justification. The project costs and benefits reflected in the completed report are as follows:

Total First Costs:	$ 52,370,000	
Average Annual Costs (6-7/8% Interest)		$ 3,835,000
Total Average Annual Benefits:		
Flood Control	$ 4,956,000	
Recreation	394,000	
National Economic Development	608,000	
Total Average Annual Benefits		$ 5,958,000
Benefit/Cost Ratio 1.6 to 1		

It should be noted that, while not included in the actual benefit calculations, the proposed project will also create significant beneficial effects in the areas of water conservation, groundwater management and wildlife enhancement.

The anticipated distribution of project costs between the Federal Government, the State of California, and the local sponsor is as follows:

Federal Government	$ 41,955,000
State of California	6,367,000
Fresno Metropolitan Flood Control District (Plus Annual O & M @ $230,000)	4,048,000
Total Project Cost	$ 52,370,000

PROJECT STATUS REVIEW:
Review of the completed project report by the Division Engineer resulted in his concurrence with the investigative conclusions of the District Engineer.

Since the completion of the Division Engineer's review, additional study was undertaken at the request of the Board of Engineers, that additional study similar to that normally performed during the Phase I study which follows project authorization. Unfortunately, the additional study delayed the project for approximately one year causing an estimated seventeen percent increase in project costs.

As of this date, the additional study is completed and the 1979 Water Resources Development Act which recently passed the House of Representatives includes the authorization of the project for detailed engineering and design. Timely action by the Congress effecting the necessary authorizations and appropriations will save as much as a two-year additional delay in the project, thereby saving the taxpayer an estimated thirty percent in increased project costs which would otherwise result.

CONCLUSION: REQUEST FOR AUTHORIZATION

On June 13, 1979, twenty-three years had elapsed since Congress first authorized the proposed Redbank-Fancher Creeks Flood Control Project. The need for the project has been identified in a total of eight different studies and investigations performed at both the local and federal level. The project feasibility investigation completed in May 1977 by the Corps of Engineers confirms the project need and identifies strong economic justification for project construction. Further, the more advanced and detailed technical analysis performed for the Board of Engineers has confirmed the previous recommendations of both the District and Division Engineer of the Corps.

Because it is our belief that the proposed Redbank-Fancher Creeks Flood Control project has met all requirements for federal participation and meets all current standards of economic justification and environmental protection, we most respectfully urge the favorable action of the Committee and the Congress in authorizing the requested appropriations for the Redbank-Fancher Creeks Flood Control Project.

REDBANK-FANCHER CREEKS FLOOD CONTROL, CALIF.

WITNESSES

ED H. HOWE, PRESIDENT, KINGS RIVER CONSERVATION DISTRICT, FRESNO, CALIFORNIA

JEFF L. TAYLOR, GENERAL MANAGER-CHIEF ENGINEER, KINGS RIVER CONSERVATION DISTRICT, FRESNO, CALIFORNIA

Mr. BEARD. Next we have Mr. Ed Howe of King's River.

Mr. HOWE. Mr. Chairman and members of the committee, my name is Ed Howe, President of the Kings River Conservation District, Fresno, California. I am authorized to appear on behalf of the District in support of the Redbank-Fancher Creeks Flood Control Project.

With me is Jeff Taylor, General Manager of the District.

My written statement has been submitted. I ask that it be included as a part of the hearing record.

We request that Federal funding in the amount of $325,000 for detailed engineering and design be included in the 1980–81 budget for the Redbank-Fancher Creeks Flood Control Project.

Thank you, Mr. Chairman.

Mr. BEVILL. Very good.

[The statement follows:]

STATEMENT OF THE
KINGS RIVER CONSERVATION DISTRICT*
BEFORE THE
UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
THE HONORABLE TOM BEVILL, CHAIRMAN

Mr. Chairman, and Members of the Committee:

My name is Ed H. Howe and I am President of the Board of Directors of the Kings River Conservation District of Fresno, California. I am appearing today in support of the Redbank-Fancher Creeks Flood Control Project.

My purpose in appearing before the Committee is to request that federal funding in the amount of $325,000 for detailed engineering and design be included in the budget for the 1980-81 fiscal period.

The Redbank-Fancher Creeks project was initially identified in the Big Dry Creek project investigation authorized by the Congress in 1940. In 1956, the Congress specifically authorized the flood control project investigation for the Redbank and Fancher Creeks stream system. Unfortunately, federal funds for the investigation were not appropriated until Fresno County was declared a part of the 1969 California disaster area. Since that time, however, the Congress has made available funds to meet the Corps' needs in pursuit of the completed project investigation. That investigation is now complete and identifies the need for the project, proving it to be both economically justified and environmentally sound.

When constructed, the project will provide flood protection to an area of 57,000 acres containing a population in excess of 119,000 people and a market value in excess of 1.6 billion dollars. Total estimated average annual flood damages approximate six million dollars and affect both urban and agricultural properties. The proposed works will also protect an open irrigation canal system which transverses 210,000 acres of the world's most productive agricultural lands, Fresno County's annual production exceeding one billion dollars. The project will control the historic flooding which has seen the stream and canal systems overtop their banks an average of once every four years since 1953.

In July 1977, the completed investigation was forwarded to the Board of Engineers of Rivers and Harbors. At the request of the Board, additional study was undertaken, that study completed in December 1978. As of this date, the project was included by the Congress in H.R. 4788 for authorization of detailed engineering and design with the total sum of $575,000 provided within the Act to support such work. The specially worded authorization reflects the awareness of the Congress of the special circumstances and needs associated with this project. Congressional action at this time affecting the requested appropriations is critical in that it will prevent as much as two years of additional delay, saving the taxpayer an estimated thirty percent in increased project costs which would be associated with such delay.

We appreciate the privilege of appearing before the Committee and the past support the Committee has extended to the Redbank-Fancher Creeks project. We respectfully urge your continued support and ask that our statements be made a part of the hearing record.

A more detailed presentation accompanies this request.

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* Presented by Ed H. Howe, President, Kings River Conservation District, in Washington, D.C. on March 27, 1980.

STATEMENT OF THE
KINGS RIVER CONSERVATION DISTRICT*
BEFORE THE
UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
THE HONORABLE TOM BEVILL, CHAIRMAN

The Kings River Conservation District and the people of the central county area of Fresno County, California are deeply appreciative of the opportunity to have our presentation heard by the honored members of the Congress. While the Redbank-Fancher Creeks Flood Control Project is not large by some standards, it is critically important to the Fresno-Clovis metropolitan area which is the business center of the most productive agricultural county in the world, average production exceeding one billion dollars annually since 1974.

This statement has been prepared to substantiate and support the vital need for flood control works on Redbank and Fancher Creeks. These two uncontrolled natural streams are related to and are a part of the San Joaquin-Kings River Interstream Group which were included in the San Joaquin River Basin Survey by the Corps of Engineers for more efficient management of the investigations. The Redbank and Fancher Creeks study was removed from the Interstream Group and listed as a separate project when the South Pacific Division of the Corps forwarded the completed feasibility report and the required environmental impact study to the Board of Engineers of Rivers and Harbors in July 1977.

AUTHORIZATION:

The Congress, on June 13, 1956, authorized the Corps of Engineers to investigate the feasibility of a federal flood control project for the Redbank-Fancher Creeks stream group, following the major floods of 1955 and 1956. Unfortunately, funds were not provided and the Corps did not begin the investigation until the area had suffered its worst flooding in history during January and February of 1969. The release of funds and the start of the investigation occurred in July 1970, some fourteen years after Congressional authorization.

PROJECT LOCATION AND NEED:

Redbank and Fancher Creeks, their tributaries and related streams addressed by the proposed project, are located on the western slope of the Sierra Nevada mountains. The watershed encompasses some seventy-five square miles and generates storm runoff which flows through the heart of the metropolitan area. The flows impact directly on the open irrigation canal system which transverses some 210,000 acres of the world's most productive agricultural land and 45,000 acres of a densely developed urban community with a population in excess of 350,000.

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* Presented by Ed H. Howe, President, Kings River Conservation District, in Washington, D.C. on March 27, 1980.

It is currently estimated that the flood plain to be protected by the proposed project includes 57,000 acres with a population of 119,000 and a market value in excess of 1.6 billion dollars. Total estimated average annual flood damages approximate $6,000,000 and affect both urban and agricultural properties.

HISTORY OF FLOODING:

As a result of the uncontrolled nature of the subject stream group, flooding has occurred frequently. Floods of record occurred in March 1938, December 1955, January 1956, January 1969, February 1969 and March 1978. In addition, available records indicate flooding of lesser severity occurred in 1952, 1958, 1965, 1972, and 1977 with the streams and irrigation canal system overtopping their banks on the average of once every four years since 1953.

Although the recent floods which occurred in February and March 1978 were of a lesser magnitude than those of 1969, thousands of dollars in damages to private homes, public roads, irrigation facilities and hundreds of acres of prime agricultural lands were experienced. Such floods again demonstrated the urgent need for immediate construction of flood control works.

LOCAL SUPPORT:

Following the floods which occurred in January and February 1969, the Fresno Area was declared a part of California's disaster area. With the realization that millions of dollars in flood damages could have been prevented and that a recurrence of such floods would be even more devastating, a public hearing on the subject of needed flood control works was held on February 28, 1969. Hundreds of the community's citizens representing some seventy-five public and private organizations met and drafted resolutions to the U.S. Army Corps of Engineers and legislative representatives urging the active pursuit of Redbank-Fancher Creeks flood control project. Subsequently, the County of Fresno, the Cities of Fresno and Clovis, the Fresno Metropolitan Flood Control District, the Fresno Irrigation District, and the Kings River Conservation District authorized direct work with the Corps of Engineers and the Congress to secure adequate flood protection for the Fresno-Clovis metropolitan area.

In an effort to ensure the availability of lands needed for the required flood control structures, the County of Fresno acting jointly with the Fresno Metropolitan Flood Control District did, on October 22, 1974, effect open-space and conservation zoning of approximately 500 acres. More recently, the Cities of Clovis and Fresno, the County of Fresno, and the Fresno Metropolitan Flood Control District, have signed contracts appropriating $335,000 per year over the next several years to acquire the necessary project lands.

ENVIRONMENTAL CONSIDERATIONS:

Upon completion and distribution of the Draft Feasibility Report and Draft Environmental Impact Statement, a public hearing was held within the project area by the Fresno Metropolitan Flood

Control District, the local project sponsor, and the U.S. Army Corps of Engineers. Testimony submitted during the subject hearing indicated that there are no areas of controversy associated with the project or its limited environmental impact. In summary, the testimony received confirmed the accuracy of the Draft Environmental Impact Statement in identifying only limited impacts and the adequacy of the proposed mitigation measures. It was also apparent that any adverse environmental impact which might be associated with the project during the brief construction period would be of a temporary nature and insignificant when compared with the permanent environmental and social benefits which would be derived by the construction of the needed works.

PROJECT FEASIBILITY AND FINANCING:

During July 1977, the Division Engineer forwarded to the Board of Engineers of Rivers and Harbors the completed project feasibility report and environmental impact statement. The completed report, supplemented by additional detailed studies, substantiates the need for the proposed project and identifies strong economic justification. The project costs and benefits reflected in the completed report are as follows:

Total First Costs:	$ 52,370,000	
Average Annual Costs (6-7/8% Interest)		$ 3,835,000
Total Average Annual Benefits:		
Flood Control	$ 4,956,000	
Recreation	394,000	
National Economic Development	608,000	
Total Average Annual Benefits		$ 5,958,000

Benefit/Cost Ratio 1.6 to 1

It should be noted that, while not included in the actual benefit calculations, the proposed project will also create significant beneficial effects in the areas of water conservation, groundwater management and wildlife enhancement.

The anticipated distribution of project costs between the Federal Government, the State of California, and the local sponsor is as follows:

Federal Government	$ 41,955,000
State of California	6,367,000
Fresno Metropolitan Flood Control Dist. (Plus Annual O & M @ $230,000)	4,048,000
Total Project Costs	$ 52,370,000

PROJECT STATUS REVIEW:

Review of the completed project report by the Division Engineer resulted in his concurrence with the investigative conclusions of the District Engineer.

Since the completion of the Division Engineer's review, additional study was undertaken at the request of the Board of Engineers, that additional study similar to that normally performed during the Phase I study which follows project authorization. Unfortunately, the additional study delayed the project for approximately one year causing an estimated seventeen percent increase in project costs.

As of this date, the additional study is completed and the 1979 Water Resources Development Act which recently passed the House of Representatives includes the authorization of the project for detailed engineering and design. Timely action by the Congress affecting the necessary authorizations and appropriations will save as much as a two-year additional delay in the project, thereby saving the taxpayer an estimated thirty percent increased project costs which would otherwise result.

CONCLUSION: REQUEST FOR AUTHORIZATION

The need for the project has been identified in a total of eight different studies and investigations performed at both the local and federal level. The project feasibility investigation completed in May 1977 by the Corps of Engineers confirms the project need and identifies strong economic justification for project construction. Further, the more advanced and detailed technical analysis performed for the Board of Engineers has confirmed the previous recommendations of both the District and Division Engineer of the Corps.

Because it is our belief that the proposed Redbank-Fancher Creeks Flood Control project has met all requirements for federal participation and meets all current standards of economic justification and environmental protection, we most respectfully urge the favorable action of the Committee and the Congress in authorizing the requested appropriations for the Redbank-Fancher Creeks Flood Control Project.

MERCED COUNTY STREAMS, CALIF.

WITNESS

JAY ANDERSON, SECRETARY-MANAGER, MERCED IRRIGATION DISTRICT

Mr. BEARD. Mr. Jay Anderson's statement is also presented for the record.

[The statement follows:]

MERCED IRRIGATION DISTRICT

STATEMENT OF

JAY ANDERSON, SECRETARY-MANAGER

FOR THE MERCED IRRIGATION DISTRICT

MERCED, CALIFORNIA

TO

U. S. HOUSE OF REPRESENTATIVES

COMMITTEE ON APPROPRIATIONS

SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT

THE HONORABLE TOM BEVILL, CHAIRMAN

27 March 1980

PROJECT:	MERCED COUNTY STREAMS
AGENCY:	MERCED COUNTY, CALIFORNIA
ACTION REQUESTED:	EXPENDITURE OF $1,300,000 TO CONTINUE PRECONSTRUCTION PLANNING

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

My name is Jay Anderson, Secretary-Manager of the Merced Irrigation District in Merced, California. I am representing Merced County, which is the agency sponsoring the Merced County Streams; the County is joined by the Merced Irrigation District, the City of Merced, the El Nido Irrigation District, and the LeGrand-Athlone Water District.

The selected plan of the Corps of Engineers, Sacramento District, shows that two new reservoirs, the enlargement of two existing reservoirs, and the improvement of 47 miles of channels and levees would provide for adequate flood control, and recreation facilities in the area. Total reservoir storage would amount to 58,900 acre feet. It would also protect Castle Air Force Base, a major installation of the Strategic Air Command, from flooding; its only protection now is through the use of Merced Irrigation District canals, with resulting damage and hazard to areas completely out of the flood plain. The District may be forced to stop this practice at any time.

The agricultural areas subject to flooding are planted to many different crops, ranging from tomatoes, sugar beets, and alfalfa to grapes, almonds and peaches. Dairy and beef cattle thrive on many acres of irrigated pasture. Only about 1% of the 1979 crop value was under any federal or state subsidy.

Recreation facilities have been revised to meet the needs of the community, and the City of Merced has agreed to provide these facilities as part of the project.

The estimated total cost is $80,100,000; the project is economically feasible with a benefit-cost ratio of 1.2 to 1. Average damages will be about $5,670,000 per year without construction of the project.

The studies by the Corps were started in 1958 and led to Congressional authorization in 1970.

The Corps is now completing the Phase I G.D.M., and is ready to begin the Phase II detailed plans and specifications.

This is a request that your committee support the sum of $1,300,000 as recommended by the California Water Commission, and the Corps capability to September 30, 1981. The President's budget includes this amount. The allocation of the full amount will allow the Corps to continue without interruption on this work which is so important to the community, State and Nation.

ALPAUGH IRRIGATION DISTRICT, CALIF.

WITNESS

GEORGE PRYSE, PRESIDENT OF THE BOARD OF DIRECTORS, ALPAUGH IRRIGATION DISTRICT

Mr. PRYSE. My name is George Pryse. I am President of the Alpaugh Irrigation District. We have presented our statement. We will leave it as it is.

You have our written statements.

Mr. BEVILL. They will be in the record.

[The statement follows:]

U. S. HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS, SUB-COMMITTEE ON
ENERGY AND WATER DEVELOPMENT
HONORABLE TOM BEVILL, CHAIRMAN *

SUMMARY:

The Alpaugh Irrigation District located in the southern San Joaquin Valley of California supplies an irrigation water supply to approximately 8,000 acres of land. In 1977, the District applied for a loan under Public Law 984. The purpose of the loan is to provide funds to construct a series of irrigation wells adjacent to the District's boundary.

The status of the loan application is that the final report has been approved and a contract has been executed by the District with the Water and Power Resources Service. The District's contract has been approved by an overwhelming majority of voters. Funds in the amount of $706,000. were budgeted for fiscal year 1979-80 and work is now getting underway on the first phase of the project. The tentative schedule is to start drilling the first five wells in early summer.

The project, as planned, can be completed in a two year period. We respectfully support the full funding of $691,000. for fiscal year 1980-81 to complete the project.

PROJECTS AND BENEFITS:

The District provides an irrigation water supply to

* Presented by George Pryse, President of the Board of Directors on behalf of the Alpaugh Irrigation District, Alpaugh, California on March 27, 1980.

8,000 acres of land with an average size holding of 44 acres. Presently the District's water supply is received principally from groundwater pumping in Kern County, approximately nine miles southerly of the District's boundary. The quality of this groundwater supply is deteriorating and the pump lift is increasing at an accelerated rate. The other present minor source of supply is derived from surface waters but this supply is not dependable since it is only available in years of above normal runoff. An additional part of the project will be to construct approximately six miles of collector ditches to convey the water to the District's existing distribution system.

The District has constructed three wells in the vicinity of the proposed project site and has found the groundwater supply of satisfactory quality and with a lesser pumping lift than the existing Kern County well field. The District's plan is to conjunctively use the water supply from the 10 new wells together with the existing wells in Tulare County and the better quality wells in the Kern County well field. By pumping from three diverse sources, the effect upon groundwater withdrawal will not be concentrated in a particular area as is the present condition.

The proposed project and development of a new irrigation well field is only an interim solution to the District's overall water supply problem. This supply problem must be resolved by the development of a firm surface supply.

Currently the only potential source of such a supply is the proposed Mid Valley Canal. The Alpaugh Irrigation District has been allocated 10,000 acre feet from this potential source.

CALIFORNIA PROJECTS

WITNESS

GLEASON L. RENOUD, MANAGER, CALIFORNIA CENTRAL VALLEYS FLOOD CONTROL ASSOCIATION

Mr. RENOUD. Mr. Chairman and members of the subcommittee, my name is Gleason Renoud, and I am the Manager of the California Central Valleys Flood Control Association. The association represents over 60 reclamation, flood control, and levee maintenance districts, counties, and county water agencies in the Sacramento Valley and the Sacramento-San Joaquin Delta in Northern California.

The association respectfully urges the subcommittee to give favorable consideration of the following appropriations for flood control and reclamation projects in the Sacramento Valley and Sacramento-San Joaquin Delta for fiscal years 1980–81.

Mr. BEVILL. Thank you. Your complete statement will be printed in the record.

[The statement follows:]

CALIFORNIA CENTRAL VALLEYS FLOOD CONTROL ASSOCIATION

333 FORUM BUILDING, 1107 - 9th STREET, SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 446-0197

EMERY B. POUNDSTONE, *President*
W.R. DARSIE, *Vice President*
ALBERT S. WALTON, *Treasurer*
GLEASON L. RENOUD, *Manager*

March 24, 1980

United States House of Representatives
Committee on Appropriations, Subcommittee
on Energy and Water Development
Honorable Tom Bevill, Chairman

Mr. Chairman and Members of the Subcommittee:

My name is Gleason Renoud, and I am the Manager of the California Central Valleys Flood Control Association. The Association represents over 60 reclamation, flood control, and levee maintenance districts, counties, and county water agencies in the Sacramento Valley and the Sacramento-San Joaquin Delta in Northern California.

The Association respectfully urges the Subcommittee to give favorable consideration of the following appropriations for flood control and reclamation projects in the Sacramento Valley and Sacramento-San Joaquin Delta for fiscal year 1980-81:

Project and County	Appropriation Requested (in thousands of dollars)
Cottonwood Creek	1,400
New Melones Lake	8,500
Sacramento River Major and Minor Tributaries	200
Sacramento River Bank Protection	3,600
Morrison Creek, Phase 1 Study	500
Northern California Streams - Study	275
Sacramento River and Tributaries, Bank Protection and Erosion Control Study	500
Sacramento-San Joaquin Delta Study	175
Statewide Assessment of Flood Plain Management in California	150
Auburn Dam and Reservoir	771
Orland Project Safety of Dams	1,549

EXECUTIVE COMMITTEE

FRED A. BOOTHMAN, *Sacramento*
ELDRED E. BROWN, *Modesto*
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ALBERT S. WALTON, *West Sacramento*
RICHARD D. WILLEY, *Sacramento*
GEORGE C. WILSON, *Walnut Grove*

Funds for all of these projects and studies are included in the President's Budget and are a necessary part of the comprehensive flood protection plan for the Sacramento Valley and Delta.

We are vitally interested in early construction of the authorized Cottonwood Creek Project. This project will provide flood protection to approximately 8,000 acres of agricultural lands along Cottonwood Creek and, by reducing flood flows in the Sacramento River, would provide increased flood protection to about 440,000 acres along the Sacramento River.

The $8,500,000 requested for the New Melones Lake Project would be for channel work along the Stanislaus River below the New Melones Dam. The dam and powerplant have been completed. If they had been operated as authorized during the 1979-80 flood season, it would have reduced downstream flows and protected about 35,000 acres of highly developed agricultural land along the Stanislaus River. In conjunction with other projects, it would have materially aided in reducing floods along the lower San Joaquin River and in the Delta.

The Sacramento River Bank Protection Project is a long-range, phased program for construction of bank erosion work on the main stem Sacramento River and various tributaries. The project is needed to maintain the capability of the Sacramento River Flood Control Project to continue to furnish its designed protection. It also reduces need for emergency levee repair, periodic dredging, and loss of land due to bank erosion.

Recurring floods, growing water demands for municipal, industrial and agricultural uses, and various other water resources development problems in the Sacramento Valley and Delta, demonstrate the need for continuing comprehensive studies as well as detailed study of particular problems. The Morrison Creek and Northern California Stream studies are directed toward solving the flood problem in these areas.

The Sacramento River and Tributaries, Bank Protection and Erosion Control Study is an investigation of erosion and bank protection problems along the 300 mile length of the Sacramento River and along the lower reaches of the principal tributary streams. The Flood Control Association believes that among other contributing factors, operation of upstream reservoirs has worsened natural erosion problems, and has requested assistance in providing remedial measures. Due to greatly increased use of the Sacramento River by recreational boaters, erosion by wave wash has substantially increased. Measures to stabilize stream channels, reduce bank erosion, and preserve riparian vegetation are being considered. The funds requested will allow the continuation of the study which is scheduled to be completed in 1982.

The Sacramento-San Joaquin Delta Study is a joint Federal-State effort. A principal purpose of the study is to determine the extent of Federal interest in preserving and improving the many miles of Delta levees. The study was initiated in 1976 and to date, with cooperation from the State of California, the Corps of Engineers has developed plans for various levels of flood control. Recreational and environmental options were also considered. Additional study is needed to firm cost and benefit estimates and the extent of State participation. The study is scheduled to be completed in May 1982.

The importance of finding a solution to the Delta's flood problems is pointed up by the damage costs of past Delta levee failures. In 1969, 1972, and 1980, damages amounted to $9,000,000, $12,000,000, and $15,000,000, respectively. Inundation of the entire Delta would cause damages estimated at more than $100,000,000.

There is an urgent need for the additional flood protection on the American River that would be provided by Auburn Dam. The rapid expanding urban development in areas immediately adjacent to the American River below Folsom Dam are undertaken with the assumption that adequate flood protection will be provided by

the construction of Auburn Dam and Reservoir. Without the protection of Auburn Reservoir, a flood of historical magnitude could result in a tremendous economic loss. This Association has continuously urged the construction of the Auburn Dam.

The Flood Control Association supports the Government's program of improving the structural safety of older dams, especially as they relate to the flood protection of lower valley lands below the Orland Project dams.

Thank you for the opportunity to appear before you and submit our request.

Sincerely,

Gleason L. Renoud

Gleason L. Renoud
Manager

GLR/fmk

REDWOOD CITY HARBOR, CALIF.

WITNESS

HON. BILL ROYER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. Our distinguished colleague, Congressman Bill Royer, has joined us. We will be glad to hear from him now.

STATEMENT OF CONGRESSMAN ROYER OF CALIFORNIA

Mr. ROYER. Thank you very much, Mr. Chairman. I appreciate the opportunity of appearing before this committee. I certainly am not going to take a long period of time. I would like to make two or three points, if I may.

First, I certainly want to personally commend the members of the California Marine Affairs and Navigation Conference for the very professional efforts on behalf of water development projects in California.

Second, Mr. Chairman, I think you are aware that the President's budget, as well as the budget for the Chief of the U.S. Army Corps of Engineers, does indicate a fiscal year 1981 capability for the maintenance and dredging of the Redwood City Project.

Both the City and Port of Redwood have sought funding for this project for approximately 10 years. While the port has exhibited substantial growth of this regional facility, particularly in bulk commodity, the lack of the channel debt has resulted obviously in lower revenues than otherwise can be realized owing to the servicing of the half-loaded vessels.

The Port, without question, is the main facility in the 11th Congressional District, has supplied the needs of that area for a long period of time, and, Mr. Chairman, I would like to urge this committee to continue that support which is so badly needed.

In addition, Mr. Chairman, I would like to ask unanimous consent to extend and revise my remarks pertaining to the project.

Mr. BEVILL. Without objection, it is so ordered.

Mr. ROYER. Rather than to take any further time, I would like to introduce the President of the Port Commission, Mr. George Dragon, and also the Port Manager, who happens to be President of the California Marine Affairs and Navigation Conference, who is with us, Mr. Fred Di Pietro.

Mr. BEVILL. Thank you for a fine statement, Congressman Royer. You know this committee will certainly work with you. We will be hearing from Mr. Dragon shortly.

[The statement follows:]

TESTIMONY OF HONORABLE BILL ROYER OF CALIFORNIA

Mr. Chairman and Members: Thank you for presenting me the opportunity to appear before your committee.

First, I would like to personally commend the members of the California Marine Affairs and Navigation Conference for their very professional efforts on behalf of water development projects in California.

President Carter recommends, and the budget of the Chief of the U.S. Army Corps of Engineers indicates, a fiscal year 1981 capability of $1,635,000 for maintenance dredging of the Redwood City Harbor in my district. I request your approval of this item.

Redwood City Harbor last received regularly scheduled maintenance dredging in 1969. Emergency dredging occurred in 1977, during the California drought, after a notice to mariners was issued by the U.S. Coast Guard. The emergency dredging was a "stop-gap" measure intended to keep the Port of Redwood City open until maintenance dredging was performed.

As the federal channel located in the Redwood City Harbor continued to accumulate silt deposits, dredging delays occurred chiefly as a result of the inability of the Port of Redwood City to provide an agreed-upon disposal site for dredge spoils. In other words, the Port was unable to overcome the objections of the U.S. Fish and Wildlife Service to continued use of port-owned property for placement of dredge spoils. This situation has been rectified by the U.S. Army Corps of Engineers' willingness to use the federal disposal site located near Alcatraz Island in San Francisco Bay.

The Port of Redwood City is a regionally recognized bulk commodity facility as designated by the San Francisco Bay Conservation and Development Commission. It is also the only deep-water port located in the southern portion of San Francisco Bay. Maintenance of the deep-water channel is a federal responsibility.

Since 1975, the Port of Redwood City has realized a 130% growth in tonnage crossing its docks. The Port Commission has invested over $2.5 million in port revenues in capital facility improvements. The port is also one of the busiest in California with respect to the handling of two commodities—cement and scrap metal. Lone Star Industries and Levin Metals are major port tenants providing needed jobs to both skilled and unskilled labor.

While maintaining substantial growth, lack of adequate channel depth has resulted in lower tonnages, lower revenues and fewer jobs than otherwise might be realized owing to the servicing of half-loaded vessels. Simply, fully-loaded vessels are unable to call upon the Port of Redwood City if their draft exceeds 28 feet.

The Port of Redwood City projects, with dredging accomplished, an annual increase in vessel traffic approximating sixty dry-bulk carriers and petroleum tankers. Clearly the port will continue to play an ever-increasing role in the economic development of the San Francisco Bay Area.

Mr. Chairman and Members, both the Port and City of Redwood City have long sought funding for maintenance dredging for which the federal government is wholly responsible. I ask for your support for this badly needed project.

Thank you.

CALIFORNIA PROJECTS

WITNESS

CLAIR A. HILL, MEMBER OF THE BOARD OF DIRECTORS AND CHAIRMAN OF THE STATEWIDE WATER RESOURCES COMMITTEE, CALIFORNIA CHAMBER OF COMMERCE

Mr. BEVILL. We have Mr. Clair Hill from the California Chamber of Commerce. Your prepared statement will be inserted at this point.

[The statement follows:]

60-588 O - 80 - 44 (pt. 10)

California Chamber
of Commerce
455 Capitol Mall
P.O. Box 1736
Sacramento, CA
95808
(916) 444-6670

March 27, 1980

United States House of Representatives
Committee on Appropriations, Subcommittee
on Energy and Water Development
Honorable Tom Bevill, Chairman

Gentlemen:

It is a privilege to again express the appreciation of the California Chamber of Commerce for actions Congress has taken over the years to provide vitally needed federal flood control and water development projects within our state. Our organization is broadly representative of our total economy, and includes 4,000 private enterprises and 130 trade associations. Over 350 local chambers of commerce are participating partners. Our small business task force now numbers over 150,000 firms. Much of the economic activity generated by this membership, which incidentally represents a majority of the private sector employment in California, would not be possible without flood control, water storage and management projects, including hydroelectric power.

As you have undoubtedly been told many times, California agriculture continues to set new production records, grossing over $10 billion annually. Since most of our agriculture is dependent upon irrigation we are keenly aware of the policy issues currently being debated in the congressional review of federal reclamation law. Controversy over these issues should not impede completion of Central Valley Project elements. We therefore take exception to the constraints on funding recommendations submitted by the California Water Commission with regard to the Federal Central Valley Project and, specifically, the San Luis Unit and Westlands Water District facilities. We do not believe that the Commission's recommendations reflect either existing law or the public interest with regard to residency requirements and other controversial regulatory efforts that are still in the courts or pending before committees of the Congress. Anything that is done to delay completion of water projects for environmental reasons or as is proposed by the Commission toward other objectives will ultimately increase the cost of the facilities, and that will be reflected in higher costs of food for consumers all over the nation. Anything that jeopardizes the ability of our farmers to produce also adversely affects our export capability and further compounds the balance of payment problems.

A good case in point with regard to delays is the experience we have all suffered in the federally authorized and near complete New Melones Reservoir on the Stanislaus River. This reservoir should be operated as authorized by Congress at the earliest possible time since it is a source of environmentally clean hydroelectric power and new water supplies. It will remain

inoperative for all practical purposes if further obstructions are tolerated. Congress should nudge the Secretary of the Interior to proceed with decisions toward water supply contracts so that the unfortunate debate over who shall control water rights in a federally authorized project can be concluded and project benefits can be realized.

The yield of existing water supply projects in California is not adequate to meet current needs. The deficiencies will continue to grow as we lose Colorado River water supplies in the mid 1980s. Obviously plans for Central Valley Project service areas and for the state's own water project service area will require substantial additional construction. The projects in the President's budget for fiscal year 1980-81 are indeed necessary.

We fully appreciate the awesome responsibility on the Congress and on the President in dealing with the inflation crisis. We know the budget must be cut. However, as determinations on budget cuts are made we do not believe that water project development should be totally sacrificed, as some have urged, to maintain in full other federal programs.

In conclusion, we thank you for your past efforts and hope that your support for completion of authorized projects in California will continue.

Very truly yours,

Clair A. Hill

Clair A. Hill
Member, Board of Directors
Chairman, Statewide Water Resources Committee

CAH:et

Mr. HILL. I am Director of the California Chamber of Commerce, and the Chairman of its Water Committee.

Since my committee starts with a "W", I am used to being on the tailend. Thank you very much. I will present my statement.

Mr. BEVILL. Thank you. We are saving the best for last.

ALAMEDA CREEK UPPER BASIN, CALIF.

WITNESS

KENNETH W. WADE, WASHINGTON, D.C. REPRESENTATIVE, ALAMEDA COUNTY, CALIFORNIA

Mr. BEVILL. Next we will hear from Ken Wade.

Mr. WADE. We stand by our prepared statement.

Mr. BEVILL. You have submitted the names of all the people who are here?

Mr. WADE. Yes.

Mr. BEVILL. We apologize for having to limit it to one hour. You are the only group that had an hour. Our time is very limited. We hope to work with you. Thank you so much. Your statement will be inserted in the record at this point.

[The statement follows:]

Washington Office

Statement of
Kenneth W. Wade
Washington, D.C. Representative
Alameda County, California

In Behalf of
Alameda County Board of Supervisors

Before the
Subcommittee on Energy & Water Development
Committee on Appropriations
U.S. House of Representatives

Honorable Tom Bevill, Chairman

March 27, 1980

1735 New York Avenue • Suite 503 • Washington, D.C. 20006 • (202) 785-0414

Mr. Chairman:

In behalf of the Board of Supervisors of Alameda County, California, I ask your support for continuing the Corps of Engineers Alameda Creek Upper Basin study in the amount included in the President's budget request.

The heavy rainstorms which hit California this winter have highlighted another flood control problem in Alameda County. As a result I am impelled, despite the prevailing budget-cutting atmosphere, to raise the need to resume the study of San Leandro Bay. This small bay, described in the attachment to this statement, is the outfall for four major channels draining the cities of Oakland and San Leandro. Daily, siltation is making it shallower and less capable of serving its flood control function. At this point we are still faced with a challenge, not a crisis. But, if we delay long enough, we may well see the flood control mechanism for this area get out of control.

Your committee wisely added the funds necessary to begin the San Leandro Bay study to the FY '79 appropriation. The first year's work is completed, but further study is required to arrive at the most cost-effective solution to the problem. Ecological, commercial, recreational and navigational benefits can be achieved -- some as by-products of actions to rescue the flood control function -- in San Leandro Bay. But, to attempt remedial actions piecemeal and in the absence of a comprehensive plan based on a completed survey is apt to be wasteful, inefficient and ineffectual.

Accordingly, I urge you to add to the appropriation bill before you the $150,000 which the Corps identifies as its capability for this purpose in FY 1981.

Thank you, Mr. Chairman.

SAN LEANDRO BAY is:

- An urban "lake". A 600 acre sheltered body of water with great potential for water-based recreation. Within a six mile radius of the bay live nearly half a million people -- including a large number of poor people and of racial/ethnic minorities.

- An important part of the East Bay flood control system. The bay is the outfall for four major flood control channels draining Oakland and San Leandro.

- A wildlife resource. The bay is a heavily used resting/feeding stop on the Pacific migratory bird flyway. It also supports a large sport fish population. Arrowhead marsh is a wetland offering unusual ecological study opportunities.

BUT ...

- The urban "lake", once crisscrossed with navigation channels and actively used for power boating, sail boating and rowing is now too shallow at low tide for boating activity.

- The flood control function is seriously impaired. The same siltation and fill which interferes with recreational boating (and fishing) threatens a far more serious consequence. The reduced volume of the bay leaves it only marginally able to accommodate the flows from flood control channels which it must accept and disperse if property around the bay's periphery is to escape flood damage.

- The declining quality of the water in the bay can be expected to have an adverse impact on wildlife which now uses it. The fragile ecology of the marsh is especially at hazard.

SO ...

- There is a serious and growing need to devise a detailed management plan for San Leandro Bay. The East Bay Regional Parks District, using a sizeable grant from the Heritage, Conservation and Recreation Service (and other funds) is developing a shoreline park partially ringing the bay. This will provide public access for boating, fishing, walking, bicycling, picnicking and bird watching. But the area needs a comprehensive management plan to ensure that it will continue to serve an an amenity rather than a liability to the people of the San Francisco Bay area.

- The 95th Congress added to the FY '79 budget an appropriation of $50,000 to begin a Corps of Engineers study of the bay. The report of this initial reconnaissance, identifying several alternative courses of action, will be released soon.

- Efforts to secure FY '80 funding of $125,000 to continue the study and develop preliminary and detailed plans were unsuccessful.

- The need is still with us. The President's budget request once again fails to recognize it. The Corps of Engineers estimates a capability in FY '81 of $150,000. Extensive public hearings have identified no opposition and have attracted the support of many citizen's groups and government agencies.

There are many interrelated problems in this small bay which need solutions, but the careful assessment begun in FY '79 by the Corps of Engineers must be completed first. A piecemeal attempt at correcting the obvious problems, prematurely begun, could be both wasteful and ineffective.

We need your support — your active support — in our effort this year to have funding resumed for the San Leandro Bay study.

CALIFORNIA PROJECTS

WITNESSES

HON. DON CLAUSEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
HON. ROBERT K. DORNAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
HON. NORMAN SHUMWAY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
LES WESTFALL, PRESIDENT, WESTFALL STEVEDORING CO.
ROBERT DAVENPORT, HUMBOLDT HARBOR DISTRICT
VICTOR ADORIAN, DIRECTOR, DEPARTMENT OF SMALL CRAFT HARBORS, LOS ANGELES COUNTY
FRANK JAWORSKI, SR., CHAIRMAN OF THE BOARD OF PORT COMMISSIONERS
ALEXANDER KRYGSMAN, DIRECTOR OF THE PORT OF STOCTON
ROBERT LANGNER, EXECUTIVE DIRECTOR, CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE
FRED DIPIETRO, MANAGER, PORT OF REDWOOD CITY AND PRESIDENT, C-MANC
GEORGE DRAGON, PRESIDENT, REDWOOD CITY PORT COMMISSIONER
RAYMOND S. THOMPSON, ASSISTANT DIRECTOR, PORT OF REDWOOD CITY
BRIAN FOSS, GENERAL MANAGER, SANTA CRUZ PORT DISTRICT
DR. E. L. PERRY, EXECUTIVE DIRECTOR, PORT OF LOS ANGELES
BENJAMIN SCOTT, MEMBER, LOS ANGELES BOARD OF HARBOR COMMISSIONERS
EDWARD GORMAN, CHIEF HARBOR ENGINEER, PORT OF LOS ANGELES
GLENN HUGHES, DIRECTOR, GOVERNMENT RELATIONS
GARY PORTER, PORT OF LOS ANGELES
WILLIAM EMICK, PORT OF LOS ANGELES
CHARLES F. CONNORS, CHIEF HARBOR ENGINEER, PORT OF LONG BEACH
TOM POWERS, SUPERVISOR, CONTRA COSTA COUNTY
CAPT. THOMAS EDDY, USN (RET.), DIRECTOR
PAUL HUGHEY, MANAGER, CONTRA COSTA COUNTY
WILLIAM D. BELL, DEPUTY MAYOR, OCEANSIDE
DONALD J. RILEY, HARBOR SUPERINTENDENT, OCEANSIDE
GERALD POPE, DIRECTOR OF ADMINISTRATIVE SERVICES, PORT OF OAKLAND
MELVIN SHORE, DIRECTOR, PORT OF SACRAMENTO
TWYLA THOMPSON, SUPERVISOR, YOLO COUNTY
PETER WANG, PRESIDENT OF THE PORT OF ENCINAL TERMINALS, ALAMEDA
EMANUEL GORLAND. EXECUTIVE DIRECTOR, SOLANO COUNTY ECONOMIC DEVELOPMENT AGENCY

JOHN BROWN, INTERNATIONAL OPERATING ENGINEERS
EDWARD J. MILLAN, GENERAL MANAGER AND VICE PRESIDENT, C-MANC PORT OF HUENEME
GIL ANDERSON, BUSINESS REPRESENTATIVE, OPERATING ENGINEERS
WILLIAM L. DICK, DIRECTOR OF COMMUNITY AND GOVERNMENT AFFAIRS
VAL GILL, MAYOR OF SAN LEANDRO
LEO RIORDAN, CITY MANAGER, SAN LEANDRO
JACK MALTESTER, FORMER MAYOR, SAN LEANDRO
RODNEY LUNDIN, PRESIDENT, RODNEY LUNDIN & ASSOCIATES
MICHAEL CHENEY, CONSULTING ENGINEER
ROBERT McLAUGHLIN, PETALUMA
KEN SAMPSON, CITY OF COSTA MESA

Mr. BEVILL. Mr. Fazio?

Mr. FAZIO. I have been keeping quiet.

There are several people here I did want to introduce:

Mr. Bud Marsh and Harold Peterson, Supervisors from Colusa County.

If you will all stand I would appreciate it, along with Supervisor Stephen Blacet, William McAnlis, Manager, Yolo County Flood Control and Water Conservation District; Frank Enos, Secretary-Manager.

I will remain silent in the future and listen, because I want to be very helpful to most of my friends here in the room.

Mr. BEVILL. Congressman Fazio, we have let them know how proud we are to have you on this committee. I know your constituents are proud of you.

Congressman Clausen?

Mr. CLAUSEN. I will have to be going to another session and I have held over to introduce Mr. Les Westfall, President, Westfall Stevedoring Company, and Robert Davenport, Humboldt Harbor District. They will be testifying along with Mr. Bob McLaughlin of Petaluma, in the back of the room.

I wanted to make sure you knew they were associated with this effort.

Thank you.

Mr. BEVILL. As I said, your Congressman certainly works very hard.

STATEMENT OF CONGRESSMAN BADHAM OF CALIFORNIA

Mr. BURGENER. I have a letter from Congressman Badham for the the record, Mr. Chairman.

Mr. BEVILL. Yes, that will be made a part of the record.

[The letter follows:]

TESTIMONY BY CONGRESSMAN BADHAM

Re: West Newport Beach Harbor—Costa Mesa

On 9 December 1975, the Committee on Public Works of the U.S. House of Representatives approved a resolution authorizing the U.S. Corps of Engineers to study the feasibility of a small boat harbor in the West Newport area near the mouth of the Santa Ana River in Orange County, California.

This study has not been funded and no funds are included in the President's Fiscal Year 1981 Budget Request.

It is therefore respectfully requested that a total of $320,000.00 be considered for this study with $65,000.00 appropriated for start in FY 1981.

This proposed pleasure craft harbor is in one of the most densely populated and highly used recreational boating areas of the County. Orange County alone has 33,643 undocumented vessels on its assessment rolls representing a true value of $240,129,040.00 (1978–1979 roll).

In the greater Los Angeles area, which includes Orange and Ventura Counties, the small craft marine industry supports approximately 17,000 employees with an annual payroll of $270,000,000.00.

There currently exists a shortage of 30,000 small craft berths in southern California. The West Newport Beach Harbor when constructed, would accommodate approximately 8% of this deficit.

Your favorable consideration of this modest amount for start of a study on this authorized and most needed project is requested.

Mr. BEVILL. Congressman Dornan, we are ready to hear from you.

STATEMENT OF CONGRESSMAN DORNAN OF CALIFORNIA

Mr. DORNAN. One observation before I begin; we all like to think that our subcommittees work hard. In this case I am in a slight state of awe with what your subcommittee has to accomplish.

If you would just give some consideration and use your best judgment on two items in my District, I would appreciate it.

Small boat harbors may not seem so important in a world that seems to be coming apart. Yet, they are most successful revenue generators at the Federal and county and at the State level. I think that we are all looking for tax dollars and ways to generate revenues to energize our government, so these are two good requests.

One is an emergency request, and I will be submitting documentation later in the week. We have all seen the Washington Post and national TV news stories about the tremendous amount of rain damage that took place in all of California.

I have a small boat harbor, King Harbor in Redondo Beach, that suffered $1.85 million worth of damage from tremendous ocean waves pounding over the breakwater, a wall that has already had $6 million worth of taxpayers' money invested in it since the 1930s. Whole small businesses were flooded out. With my limited time this morning, I must turn to a second request. It's my pleasure to return to this committee for a third year to introduce a distinguished citizen of Los Angeles County, Mr. Victor Adorian, who will be testifying later. There is not a citizen in this country who knows more about small boat harbors than this gentleman. He is the Director for the largest Small Boat Harbor in the United States, Marina Del Rey, whose construction only goes back to the middle 1950s.

MARINA DEL REY

In recognition of the great need for small craft facilities for the 7 million citizens of Los Angeles County, Congress authorized the development of the highly successful 6,000 boat Marina Del Rey in 1954. It was so very successful that in 1968 Congress initiated a $470,000 Federal survey to locate other feasible sites along the 75-mile county coastline.

Los Angeles County has filed written testimony in support of its request for a $80,000 appropriation for FY 1981 to reactivate that survey. A number of sites have been surveyed and rejected due, primarily, to environmental considerations.

However, there is a site adjacent to the Marine Del Rey Harbor which may provide the last opportunity for additional boating facilities on the Los Angeles County Coast.

The need is obviously great. There is a current demand for 10,000 berths in excess of the 14,500 currently provided.

The economics are highly favorable. The entire Marina Del Rey area provides very, very substantial tax revenues for Federal, State and local government offices.

Mr. Chairman and distinguished committee Members, the opportunity is brief. The property owner, Summa Corporation, has announced its intent to improve their property at an early date.

I ask for favorable consideration.

Thank you, Mr. Chairman.

[The statement follows:]

STATEMENT OF REPRESENTATIVE ROBERT K. DORNAN (27TH DISTRICT, CALIFORNIA)

Mr. Chairman: Thank you for this opportunity to present an emergency request for assistance to storm-ravaged Redondo Beach, California.

As we have seen on national news reports and stories in the Washington Post, Southern California was recently struck by a series of severe rainstorms that caused President Carter to declare a national disaster. Among the hardest hit communities were the South Bay coastal cities where ocean waves destroyed millions of dollars in public and private property. I come before the Subcommittee today to request funds for work on the Redondo Beach harbor breakwater to prevent a repetition of this winter's devastation.

King Harbor in Redondo Beach is a refuge for small watercraft. Since 1938, the federal government has invested at least $6 million in the breakwater and today I simply ask that the taxpayers' investment be protected. To date, storm damage in 1980 in the King Harbor complex alone exceeds $1.85 million. Much of this damage was due to crashing ocean waves which rose over the breakwater and flooded local businesses. One good-natured owner of a waterside restaurant commented that the waves "totally rearranged the interior of our banquet room. I thought of advertising that our restaurant has the freshest fish in town."

Clearly, the breakwater needs structural changes. The wall presently stands at 22 feet for a stretch of 2500 feet and 14 feet for approximately another 2500 feet. A uniform breakwater of 22 feet would better protect Redondo Beach from storms such as those just experienced.

The federal government owns the Redondo Beach breakwater and under a 1964 Design Memorandum from the Army Corps of Engineers to the City of Redondo Beach, agrees to maintain the wall. A number of Corps of Engineers studies exist from prior work on the breakwater. Rather than repeat statistics and previous reports, my request will be supplemented with documentation from the City of Redondo Beach and the Army Corps of Engineers which will be submitted to the Subcommittee at a later date.

The government has an interest to protect here and I'm sure the Subcommittee will agree that monies for action by the Army Corps of Engineers are necessary to protect the public and private facilities in King Harbor from continued storm damage.

I would also like to add that funding will be sought in the Fiscal Year 1980 supplemental Appropriations to restore the present structure to its pre-1980 storm strength. This work, which has already been evaluated by the Corps of Engineers, will involve the resetting of dislocated rocks and the strengthening of a portion of the breakwater undermined by the recent storm waves.

Again, I will be submitting documentation for this request to you, Mr. Chairman, soon. I sincerely appreciate your affording me this opportunity to appear before the Subcommittee and for your interest today.

Mr. BEVILL. Thank you for a very fine statement.

We have the best water resource program in the world right here in the United States but we still have droughts and we still have floods. As long as we have those, we have got work yet to do.

You made your point very well.

We are also very pleased to have our good friend and colleague, Congressman Shumway, with us. If you wish to proceed, we will be glad to hear from you.

STATEMENT OF CONGRESSMAN SHUMWAY OF CALIFORNIA

Mr. SHUMWAY. I would like to associate myself with the opening remarks from Congressman Dornan and, hopefully, mine will provoke the same reaction.

I would like to call attention to the subcommittee at this time to two people representing the Port of Stockton, Mr. Frank Jaworski, Sr., who is the Chairman of the Board of Port Commissioners, and Alexander Krygsman, who is the Director of the Port of Stockton.

I would like to touch upon just one project which is of particular significance to me, and these gentlemen from the Port of Stockton and that is the deepening of the Stockton deep waters channel.

This matter has been under consideration since October of 1952. The Corps has finally completed its Draft Environmental Statement, and the California Water Commission has withdrawn its previous objections over the solidity levels.

As you heard from Commissioner Tom Beard earlier, the State Water Commission now supports funding level of $1.6 million in FY 1981 as does the Port of Stockton, and I heartily recommend and submit this project to the committee.

I would ask the consent of the Chairman to make my statement a part of the record.

Mr. BEVILL. Your complete statement is in the record.

Mr. FAZIO. If I might chime in just for a second, I would like to second Mr. Shumway's comment. I happen to represent another port, the Port of Sacramento. Both of these projects are very important for the agricultural community of Northern California, and I want to be of whatever assistance I can be to the Port of Stockton as well.

Mr. BEVILL. I'm sure you know he can be a lot of assistance.

The Chair now recognizes Mr. Robert Langner.

Mr. LANGNER. It is a pleasure to appear before you for the twenty-second consecutive year. We will try to make our testimony very concise.

May I begin by introducing Mr. Alexander Krygsman, Director of the Port of Stockton.

STATEMENT OF ALEXANDER KRYGSMAN

Mr. KRYGSMAN. Mr. Chairman, I have presented a written statement to be entered in the record.

[The statement follows:]

Port of Stockton

General Offices: P. O. Box 2089, Stockton, CA 95201
(209) 946-0246 / TWX 510 — 765-6661 / TELEX 35-9467

CONGRESS OF THE UNITED STATES

HOUSE OF REPRESENTATIVES

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON
ENERGY AND WATER DEVELOPMENT

STATEMENT BEFORE THE ENERGY AND WATER DEVELOPMENT APPROPRIATIONS
SUB-COMMITTEE OF THE
HOUSE OF REPRESENTATIVES APPROPRIATIONS COMMITTEE

BEFORE THE HONORABLE TOM BEVILL, CHAIRMAN, AND MEMBERS
OF THE COMMITTEE

Mr. Chairman:

I am Alexander Krygsman, Port Director of the Port of Stockton, California.

The Port of Stockton deepwater channel presently has an authorized depth of thirty (30) feet. This allows the Port to serve only approximately twenty percent (20%) of the world fleet at this time and, with the smaller size vessels gradually being phased out, within the next ten (10) years the Port will only be accessable to ten percent (10%) of the fleet or less. This would make the Port of Stockton obsolete.

The Port of Stockton primarily serves industry and agriculture in the San Joaquin Valley, California. The agricultural business in California contributes heavily to exports and, of course, the farmers need to be able to move their products as economically as possible which means on available competitively priced larger size vessels than the present channel depth permits. The same applies to shipments of fertilizers that need to be shipped in and to industrial producers.

A deepened channel will greatly benefit industrial expansion. Two industrial production plants were built in Stockton recently by major Japanese firms. Both of these firms listed deepwater port as a primary consideration to build an industrial plant in the Stockton, California area.

Our Nation and our State need expansion of up-to-date industrial plants and the jobs that expansion creates.

Our Nation and California needs ports that can handle deep draft bulk vessels to move the raw materials to enable production to be done in this country rather than import the finished foreign products.

Our Nation and California needs ports that can handle bulk vessels that can carry the agricultural products that we export to help our balance of payments.

Our Nation and California needs ports that can handle the larger more economical and more fuel efficient vessels close to the production areas, both agricultural and industrial to conserve energy.

The Port of Stockton is such a port. However, it needs its channel deepened in order to remain viable and to adequately serve our Nation and California's needs.

The savings in energy consumption alone over the life of the project will exceed all other economic benefits of this project and the cost benefit ratio is 2.6/1 without full consideration of the present energy situation and cost.

This is an authorized project that deserves to be funded since the project will enhance industrial and agricultural productivity, will save energy and, through such energy savings and increased agricultural export capabilities, will improve the Nation's balance of payments.

Funding of this project, therefore, will be anti-inflationary.

Mr. Chairman, this Nation needs to increase productivity, needs to conserve energy and needs to increase exports, especially agricultural exports. We need to use our available funds to improve productivity and we need to improve our maritime capabilities - and that includes ports.

The Stockton Channel deepening project has overwhelming public support. At a recent Public Hearing, one hundred eight (108) expressions were presented in favor of this project and none (0) against. The City of Stockton supports it, San Joaquin County supports it, neighboring cities and counties support it and the State of California supports it. We urge you to appropriate 1.1 million dollars to fund construction for fiscal year 1980/81.

Respectfully yours,

Alexander Krygsman
Director, Port of Stockton
Stockton, California

3/21/80

JANUARY 1980

INFORMATION SUMMARY

STATEMENT OF

CORPS OF ENGINEERS

Sacramento District, Corps of Engineers

SAN FRANCISCO BAY TO STOCKTON
(John F. Baldwin and Stockton Ship Channels)

AVON TO STOCKTON

THE SELECTED PLAN

The selected plan of improvement for the portion of the San Francisco Bay to Stockton project between Avon and Stockton is as follows.

- Deepen the existing channel from Avon to the Port of Stockton from 30 to 35 feet below mean lower low water (MLLW), widen the channel in Suisun Bay, and widen the sharp bends in the San Joaquin River between the mouth of False River and Venice Island. Approximately 12.2 million cubic yards of material would be excavated and placed generally in confined disposal areas. In addition, levees at certain locations along the San Joaquin River between Venice Island and Stockton will be relocated. Bank protection will be placed on the relocated levees and on some existing levees. Also, bank protection will be

provided on existing levees near the channel where erosion develops within 5 years after completion of channel dredging.

- Construct day use and camping facilities on 80 acres of a disposal site on Roberts Island. The Port of Stockton has indicated willingness and capability to share the cost of recreation development and to operate and maintain the facilities. Facilities to be provided include picnic units, camping units, beach areas for swimming, boat launching ramps, roads and parking, restrooms, bath houses, and support facilities such as water, electricity, and sewage disposal.

- Establish wetlands on Venice Cut and Donlon Islands; approximately 56 acres of Venice Cut Island will mitigate for project impacts. The remainder will serve to provide enhancement for fish and wildlife in the project area.

- Institute a post-project monitoring program for dissolved oxygen near Stockton. If it is determined that the project causes on adverse effect on dissolved oxygen near Stockton, the Corps will cooperate with other agencies in developing and implementing a corrective plan.

The channel alignment, location of dredged material disposal areas, recreation area, the two wetland areas, and other project features are shown on the attached chart.

COSTS OF THE SELECTED PLAN

The estimated first cost for the selected plan, based on October 1978 price levels is $38,200,000. Annual costs are based on the authorized 3-1/4 percent interest rate and 50-year amortization period and include operation and maintenance costs which are based on cost experience in the Sacramento District. Costs do not include any being incurred with existing projects. First and annual costs are summarized below.

SUMMARY OF FIRST COST

Item	Avon to Stockton
Channel Dredging	$24,220,000
Levees and Bank Protection	2,670,000
Fish and Wildlife Facilities	420,000
Recreation Facilities	3,290,000
Navigation Aids	400,000
Lands and Damages	2,450,000
Retention Dikes	1,315,000
Relocations	2,145,000
Berthing Area	540,000
Non-Federal Engineering and Design and Supervision and Administration	750,000
Total Project First Cost:	$38,200,000

SUMMARY OF ANNUAL COSTS

Item	Avon to Stockton
Interest and Amortization	$1,717,000
Operation and Maintenance	535,000
Recreation Maintenance	88,000
Total Annual Cost	$2,340,000

BENEFITS OF THE SELECTED PLAN

Monetary benefits were estimated based on October 1978 price levels, the authorized 3-1/4 percent interest rate, and a 50-year period of amortization. To determine the economic feasibility of the selected plan, average annual costs were compared with average annual benefits, as shown in the following tabulation:

AVERAGE ANNUAL COSTS AND BENEFITS
AVON TO PORT OF STOCKTON

	Costs	Benefits	Excess Benefits	Benefit to Cost Ratio
Navigation	2,100,000	5,700,000 1/	3,600,000	2.7
Recreation	240,000	470,000 2/	230,000	1.9
Total	$2,340,000	$6,170,000	$3,830,000	2.6

1/ Includes $175,000 Employment Benefits
2/ Includes $ 20,000 Employment Benefits

The primary accomplishment of the selected plan is the savings in ocean transportation costs. These savings contribute to national economic development and are considered a project benefit. Most ocean vessels when fully loaded cannot negotiate the existing channels without incurring costly tidal delays, and many vessels sail with less than full cargo loads. This forces vessels to stop at other ports and "top-off" or sail light-loaded to their destination. Economies of scale savings from using larger vessels are lost if total cargo capacity of the vessels is not fully utilized. Whether the vessels top-off or sail light-loaded for the destination port, transportation costs are higher than if the vessel could fully load at one port.

Navigation benefits that will result from the proposed channel deepening were estimated by computing voyage transportation costs and the corresponding unit cargo costs for several sizes of vessels operating on the major trade routes. For instance, with the 30-foot channel, the cost

of transporting grain from the Port of Stockton to Japan using foreign-flag bulk carriers of 25,000 DWT is $9.20 per ton when the vessels are only partially filled in Stockton and then "topped off" in San Francisco. However, if the channel were deepened to 35 feet, the vessels could be fully loaded at the Port of Stockton, reducing the transportation cost to $8.28, for a unit savings of $0.92 per ton creditable to deepening the channel. Navigation benefits were also estimated for commodities that will be shipped only if the channel is deepened.

To determine recreation benefits, existing recreation facilities were inventoried, recreation demands in the area were projected, and recreation opportunities associated with the project were estimated; then, a monetary value was applied to the project-related recreation activities. Recreation use was estimated to be 250,000 recreation days annually at the beginning of the project life, increasing to 375,000 recreation days at the end of 50 years, and based on this use estimate and a unit value of $1.50 per recreation day, benefits were computed at an average of $450,000 annually.

Employment benefits were also included in the benefit-cost analysis. These benefits, estimated at an average of $195,000 annually, are equivalent to wages for workers who, in the absence of the project, would most likely be unemployed or underemployed.

ENVIRONMENTAL, SOCIOECONOMIC AND OTHER EFFECTS

Deepening the existing channel from Avon to Stockton to 35 feet would neither adversely affect geology, soils, or seismicity, nor change soil characteristics at the dredged material disposal sites, except in the Suisun Bay area where fine sand would be placed on land disposal areas. The project would not affect total Delta outflow or salinity intrusion into Suisun Bay.

Turbidity, dissolved oxygen, heavy metal concentrations, and nutrient concentrations may increase slightly during dredging, but the effects would be short-term, and the water quality would quickly return to normal.

Without fish and wildlife features, the proposed deepening would adversely affect wildlife habitat in the project area. However, the selected plan provides for establishment of wetlands on Venice Cut and Donlon Islands. About 56 acres of Venice Cut Island would mitigate for project impacts. The remainder of Venice Cut Island and all of Donlon Island would provide enhancement for fish and wildlife habitat in the project area.

The selected plan would have little impact on fisheries. Although removal of benthic organisms (part of the food chain of fish) could slightly affect fish populations, the impact would occur only in the most recently dredged areas and would be short-term.

A cultural resources survey of all the dredged material disposal sites found no new archeological sites on the sites. Nothing of historical value was encountered on the areas to be disturbed by the project. If any discoveries are made during construction, work will be halted and a professional evaluation made.

The channel deepening and associated industrial development would be socially and economically beneficial for the area and the region. The project would facilitate continued expansion of the Port of Stockton and expansion and diversification of industry in the area served by the channel. Substantial socioeconomic benefits would accrue to the region in the form of additional employment, higher personal income, strengthened agricultural and industrial base, and increased property values.

Mr. KRYGSMAN. You have already heard from five or six people on the Stockton Channel, so I will make my remarks very brief and thank the Congressmen who have supported me.

I would like to point out that ports and channels increase productivity and facility industrial development, conserve energy, increase exports and helps our balance of payments.

The Port of Stockton is a port that does all of these things, and we do need a channel to remain a viable port.

The present budget contains $250,000 for the San Francisco to Stockton Channel, and we have asked to increase that to $1.6 million.

The Corps at the time the present budget was prepared indicated their capability on our portion of the channel which requires $1.1 million. We would ask that you support appropriations of $1.6 million for our project.

Mr. BEVILL. Very well.

Mr. LANGNER. From the Port of Redwood City we have George Dragon, President of the Port Commission; Raymond S. Thompson, Assistant Director, Port of Redwood City, and Mr. Fred DiPietro, Manager, Port of Redwood City and President, C–MANC.

STATEMENT OF FRED DIPIETRO

Mr. DIPIETRO. Mr. Chairman, I have submitted a statement that I would like to ask you to consider.

[The statement follows:]

Port of Redwood City
775 Harbor Boulevard
Redwood City, California 94063
(415) 365-1613

STATEMENT OF

MR. FRED J. DI PIETRO

PRESIDENT, CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE
PORT DIRECTOR, PORT OF REDWOOD CITY, CALIFORNIA

TO

THE CONGRESSIONAL ENERGY AND WATER DEVELOPMENT SUB-COMMITTEE

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 27, 1980

SUMMARY

The thrust of the testimony herein presented is to encourage the Congress to support necessary federal appropriations to ensure the continued capability of the Corp of Engineers to construct, maintain and improve California Navigation, Beach Erosion and Reclamation projects, with emphasis on the essential need to move forward on projects previously authorized by the Congress, especially those projects that directly affect the maintenance and improvement of our commercial ports and deep draft navigable waterways, including the federal channel at Redwood City, California.

BOARD OF PORT COMMISSIONERS: GEORGE L. DRAGAN GERALD O. JOHNSON WILLIAM JARDINE L. M. MAUK PAUL C. KECKLEY JR.

THE CONGRESSIONAL ENERGY & WATER DEVELOPMENT SUB-COMMITTEE
UNITED STATES HOUSE OF REPRESENTATIVES
MARCH 27, 1980
By MR. FRED J. DI PIETRO

MR. CHAIRMAN, MEMBERS OF THE SUB-COMMITTEE:

I am Fred J. Di Pietro, Port Director, Port of Redwood City, California, and President of the California Marine and Navigation Conference for the current year.

I greatly appreciate having the opportunity to appear before your committee to encourage and support necessary federal appropriations to ensure the capability of the Corp of Engineers to construct, maintain and improve California Navigation, Beach Erosion and Water Reclamation projects.

Waterborne transportation and the commerce of the United States is a vital and unique sector of our economy. At a time when public funding and expenditure is under-going careful and prudent scrutiny and where Federal as well as State priorities are shifting, the needs of our maritime interests, worldwide, require special attention.

We emphasize the essential need to move forward on projects previously authorized by the Congress, especially those projects directly affecting the maintenance and improvement of our commercial ports and navigable waterways.

Our ports and harbors face constant capital intensive development plans to provide daily operations for care and custody of growing international cargoes. Our harbors and navigation channels must remain open to meet the challenges of the changing face of international maritime fleets.

The proposed federal budget for fiscal year 1980 is of particular interest to my home port of Redwood City, California, in that regular maintenance of the federal channel in Redwood City harbor has not occurred since 1969. Despite growing vessel traffic and installation of new international waterborne industry, delays to regular maintenance dredging operations over the past 10 years are generally attributed to regulatory constraints and disagreements between environmental groups involving the disposal of dredge material upon lands acquired by the port in compliance with our mandated responsibilities by the enabling legislation passed by the Congress 45 years ago.

Recognizing the need to maintain the Redwood City harbor channel because of increased vessel and commodity traffic, the Corp of Engineers has recommended a maintenance dredging project in the coming fiscal year, with planned disposal of dredged material at the only environmentally acceptable disposal site which is located 27 miles from the project at Alcatraz Island.

THE CONGRESSIONAL ENERGY & WATER DEVELOPMENT SUB-COMMITTEE
UNITED STATES HOUSE OF REPRESENTATIVES
MARCH 27, 1980
By MR. FRED J. DI PIETRO

A request to appropriate 1.6 million dollars for Redwood City harbor has been included in the proposed Corp budget. We urgently require the maintenance project to accommodate a projected annual increase of vessel traffic approximating 60 medium dry bulk carriers and petroleum tankers. We strongly request the support of this committee in recommending the funds necessary to accomplish maintenance dredging at Redwood City harbor.

Thank You.

Mr. BEVILL. Thank you.

Next we have Mr. Brian Foss, General Manager, Santa Cruz Port District.

STATEMENT OF BRIAN FOSS

Mr. Foss. Chairman Bevill and Congressmen, thank you for the opportunity to be here. I have submitted testimony in the support of the dredging appropriations as has Congressman Panetta and again I thank you.

[The statement follows:]

SANTA CRUZ PORT DISTRICT

135 Fifth Avenue, Santa Cruz, California 95062
(408) 475-6161

MARCH 27, 1980

Hon. Tom Bevill
Chairman
Sub-Committee on Energy & Water Development of
the House Committee on Appropriations
Rayburn House Office Building
Washington, D.C. 20505

TESTIMONY FOR LEGISLATIVE APPROPRIATION

SUMMARY

PROJECT: Federal navigation channel at
Santa Cruz Small Craft Harbor
Santa Cruz, California

PROPOSAL: Appropriation for the continuation of
maintenance dredging



FEBRUARY 1980

STORM WAVES BATTER THE WESTERN JETTY
OF SANTA CRUZ HARBOR ENTRANCE

The intense force of the Pacific Ocean can move thousands of yards of sand overnight, shoaling the entrance beyond usability. Phased Winter dredging initiated by the Corps of Engineers (San Francisco District) has neutralized much of the shoaling impact. Santa Cruz Harbor is now a much more viable year-round Port.

TESTIMONY

This testimony is submitted to solicit your continued support for maintenance dredging at Santa Cruz Harbor. The Santa Cruz Harbor Project, authorized under House Document 357 in 1958 and constructed in 1964, has had massive and perennial sand shoaling since its completion. Phased dredging has been the only practical means of keeping the channel navigable.

Santa Cruz Harbor is a regional and coastal resource of significant proportions. The Harbor was conceptualized as a multi-purpose facility serving commercial fishermen, recreational boaters, and coastal sailors seeking refuge from the open ocaen. It has, from its opening day, realized these visions...and more. Whereas the federal investment of some $2.7 million was granted in support of a 360-boat harbor, this original investment now supports a 1,070-boat harbor.

Commercial fishing. There are 265 commercial fishing vessels in the Harbor to date. The value of these vessels is pegged at $6.2 million. The dollar value of fish landed by Santa Cruz-based boats is in excess of one-million a year. The associated industry - - - fish buyers and retailers - - - - accounts for an additional $1,000,000 of gross product. Additionally, from July through October, Santa Cruz Harbor becomes the resting stop for vessels engaged in the catching of pelagic fish (albacore, salmon, swordfish). In 1979 Santa Cruz provided 1,405 overnight accommodations for large commercial vessels from other ports; no monetary figure has been placed on this service. New facility to be provided by Santa Cruz Harbor will be a one-million dollar commercial fish transfer station and service center. Scheduled for completion by 1982.

Recreational boating. The remaining 860 boats at Santa Cruz comprise an extremely active recreational body. Santa Cruz County enjoys a unique and beautiful topography and an exceptionally mild climate for Northern California. As a consequence, activity is high and a 30% use factor on weekend days is not unusual. Additionally there are 10,500 boat launchings per year. Excess demand is very high - - there are 1,000 people on the slip waiting list, all of whom have paid both initial and annual fees for such.

Harbor of refuge. Santa Cruz Harbor was designed to be an integral link in a chain of harbors that were to provide refuge to coastal sailors. The facilities in Monterey Bay are the only respite between Morro Bay 100 miles to the south and Half Moon Bay 46 miles to the north. In gross numbers, the following depicts the utilization of the harbor in regard to refuge:

Commercial boats	1,404
Oceangoing recreational boats	13,864
Total overnights per year for coastal sailors	15,268

Santa Cruz's success as a year round multi-purpose port depends totally on federal support of the navigation project. Winter shoaling has historically closed the harbor for up to four months, resulting in a reduction of the commercial fishing and a loss to all other commercial and recreational entities in the harbor. Additional it has prevented Santa Cruz from being a harbor of refuge when it is most needed - during periods of Winter storms. The phased dredging program - - a series of dredging episodes throughout the shoaling months - - has drastically lessened the impact of the sanding problem. We commend the San Francisco District of the Corps of Engineers for this industrious and innovative program, and we solicit your support for the Corps' request of $675,000 for fiscal 1981.

Norman S. Lezin, Chairman
Santa Cruz Port District Commission

March 27, 1980

STATISTICAL DATA

Total permanent boats berthed		
	Recreational	860
	Commercial fishing	215
Launchings		10,500
Overnight accommodations		
	Recreational	13,864
	Commercial	1,404
Value of vessels in the harbor		
	Recreational	$13.3 Million
	Commercial	6.8 Million
Replacement value of facility		34 Million
Investment		
	Initial Federal	2.7 Million
	Total Local and State	7.8 Million

Mr. LANGNER. From the large Port of Los Angeles, Mr. Benjamin Scott, Mr. Edward Gorman, Chief Harbor Engineer, Glenn Hughes, Director of Government Relations and Los Angeles Port Director, Dr. Roy Perry.

Mr. BEVILL. Would you all stand?

STATEMENT OF ERNEST L. PERRY

Mr. PERRY. My name is Ernest L. Perry. We have submitted a statement which we would like to have entered in the record.

Mr. BEVILL. Permission is granted.

[The statement follows:]

STATEMENT OF DR. E. L. PERRY,
EXECUTIVE DIRECTOR OF THE PORT OF LOS ANGELES, ON BEHALF OF THE
LOS ANGELES BOARD OF HARBOR COMMISSIONERS BEFORE THE
HOUSE ENERGY & WATER DEVELOPMENT
SUBCOMMITTEE
OF THE HOUSE APPROPRIATIONS COMMITTEE
WASHINGTON, D.C.
MARCH 27, 1980

Mr. Chairman, I am E. L. Perry, Executive Director of the Port of Los Angeles, and I am representing the Los Angeles Board of Harbor Commissioners at this hearing. I appreciate the opportunity to appear before you today to respectfully request this Congress to appropriate $14.5 million in fiscal year 1981 for the deepening of our port's main channel, turning basins and inner harbor to a depth of 45 feet.

The deepening of the channels at the Port of Los Angeles not only serves the national defense and public interest, but is critical to California and the entire nation. The project was authorized by Congress under the Water Resources Development Act of 1976 (PL94-587), which states in part that this navigation project is "hereby adopted and authorized to be prosecuted by the Secretary of the Army, acting through the Chief of Engineers, substantially in accordance with the plans and subject to the conditions recommended by the Chief of Engineers . . ." This is one of the few times in which an authorization bill by Congress has emphasized the need for prompt implementation of a particular project.

The funds appropriated for the current fiscal year, thanks to the efforts of your Committee, Mr. Chairman, are ready to be applied towards the construction phase of the deepening project. The Corps of Engineers is preparing bids which will go out in early April. Following the thirty-day response period, in which all bids must be received, the Corps will award the construction contract. Allowing for an additional thirty days for preparation of the dredging project, actual construction is scheduled to begin in early June. Therefore, we are asking your committee to approve the $14.5 million needed to match the Corps' capability for construction of the project in fiscal year 1981. This represents an additional $4.99 million added to the President's 1981 budget proposal of $9.51 million for the project.

It is estimated that the dredging project will take 2½ to 3 years, with completion scheduled for January, 1983. An appropriation equal to the Corps' capability of $14.5 million for this coming fiscal year will keep our project on schedule for the January, 1983 completion date.

The federal share of the navigation improvements planned for the Los Angeles Harbor is being matched by $32.5 million in local contributions from the Port and Port users, bringing the total cost of the project to over $59.1 million. The project also will provide

60-588 O - 80 - 46 (pt. 10)

the impetus for the Port to spend more than $385 million in capital improvements over the next five years. In addition to these Port investments, millions more will be invested by private interests.

According to studies by the Corps of Engineers, the primary benefits to be derived from the project are in the national interest, and will result in significant transportation savings to U.S. producers and consumers of waterborne commerce.

The Corps has calculated these benefits to be 3.5 times the federal cost, which is a very favorable benefit to cost ratio. The Corps' analysis of the project indicates that the annual benefits to be derived from the deepening of the channel to a depth of 45 feet are approximately $14 million. The project will substantially benefit and increase employment, both directly in the Port and indirectly in associated industries. It will enhance and support commerce activities in California and the entire southwest part of our nation.

The Corps' cost/benefit ratio analysis does not include the growing movement of container cargo through the mini-bridge system, which is a combined water-rail through movement. This movement is growing at a conservatively estimated rate of 10% per year. In the last 3½ years, container handlings have increased from 300,000 to 657,000 twenty foot container equivalents. In 1979, over 24% of this movement was mini-bridge and this percentage is still increasing at a significant rate. The growth is due to the diversion of Atlantic & Gulf Coast - Far East cargoes through West Coast ports which moves at a lesser cost with faster transit times. Larger containerships requiring depths in excess of 35 feet are entering into service and now represent about 50% of the world's containership fleet. The greatest number of containerships in existence are dedicated to the U.S. West Coast - Far East service. Last year, the mini-bridge system alone resulted in more than two and a half million revenue tons of container cargo passing through the Port of Los Angeles and containerization as a method of handling local and inland cargo to the Gulf and Atlantic areas continues to grow.

An equally important project benefit will be greater navigational safety. A large percentage of vessels in the world fleet cannot now enter the Port of Los Angeles because of the limitation of the 35 foot depth. This creates the necessity of lightering bulk liquid cargo from the larger vessels because they are unable to enter the harbor until their draft has been decreased. The result: time delays and increases in operating costs - all passed on to the consumer - plus the increased use of finite fuel and its contribution to air pollution.

Those vessels that can enter the harbor often have only minimal clearance which adds to the difficulties in ship handling. Deepening of the harbor channels will allow for increased quantities in commerce, with fewer vessel passages and greater bottom clearance for a higher percentage of ships. Also, the larger containerships cannot take

on cargo and fuel oil at their berths because of draft constraints and are forced to proceed to an anchorage in deeper water to take on fuel oil thus adding the inefficiencies of cost and time to the movement of waterborne commerce.

Another very important benefit from the deepening project will be the creation of additional land off the southern end of the Port's Terminal Island. To be created from the dredged material, this new land will enable us to create facilities for the handling of bulk commodities, including vital energy cargoes.

Mr. Chairman, if the deepening project is not fully funded and completed on schedule, many of the Port's modern terminal facilities will become obsolete, under-utilized and gradually completely bypassed because of their inaccessibility to the larger, more capital intensive vessels which require the deeper water. The deepening project will maintain the highest utilization possible of the Port and its facilities and will maintain the Port as an economically strong element in the nation's commerce and transportation system.

Activities at the Port of Los Angeles create many thousands of jobs, both directly and indirectly, and as tonnage increases, so do those jobs. Without the project, normal and necessary economic growth in the area will significantly decline, with the unequivocal possibility of a significant decrease in jobs.

As you are well aware, Mr. Chairman, the Federal Government's role in port development is to provide the channels and anchorages in the nation's navigable waters in the interest of commerce and national defense. In view of the world situation, the role of deeper water in major ports, as a part of national defense strategies, assumes an importance that must not be ignored. Local entities assist by providing the terminals and other facilities needed by the ports. The San Pedro Bay Ports of Los Angeles and Long Beach have required the least amount of expenditures for maintenance and operation among all the major ports in the nation. In fact, San Pedro Bay ports have not required any maintenance dredging over the last several decades.

In addition, investment by the Federal Government in the Port of Los Angeles has yielded the highest return on investment of any port in the nation in the form of Customs' collections added to all other tax income generated.

We feel that the facts as presented justify our request for continued and full funding and support for the Los Angeles Harbor deepening project. Our request of $14.5 million for fiscal year 1981 will permit this vitally important project to proceed on schedule towards a January, 1983 completion date.

The Mayor, City Council, the Board of Harbor Commissioners of the City of Los Angeles, all local government bodies in the San Pedro Bay area and port users unanimously support our project and urge your approval of the requested funding.

In addition to the Los Angeles Harbor deepening project, Mr. Chairman, there are several other San Pedro Bay projects under consideration for funding by your committee. These projects include the Los Angeles/Long Beach Harbors Review of Reports, the San Pedro Bay Ports Transportation Study, and operation and maintenance of the Corps of Engineers' Los Angeles and Long Beach Harbors model at Vicksburg, Mississippi.

Mr. Chairman, the Port of Los Angeles requests that your committee concur with the President's budget proposal of $125,000 to complete the survey on the Los Angeles/Long Beach Harbors Review of Reports for fiscal year 1981. The President's budget proposal includes $200,000 for the San Pedro Bay Ports Transportation Study. However, there is an urgent need to accelerate this study and therefore, we are asking for an additional $125,000, which matches the Corps' capability.

In addition, Mr. Chairman, we respectfully request that your committee appropriate an additional $283,000 above the President's proposal for continued operation and maintenance of the Corps' testing model of the Los Angeles and Long Beach harbors at Vicksburg. This will bring the total amount requested to $365,000 for fiscal year 1981, and is equal to the Corps' capability on the project.

You are aware, Mr. Chairman, that the Port of Los Angeles and Port of Long Beach sit side-by-side within San Pedro Bay in California. Together, these ports handle more than 76 million revenue tons of cargo annually and neither port alone has the facilities or capability of meeting the needs of commerce and navigation in Southern California. This is why the two ports together and as a single geographic harbor will benefit from the Transportation Study now in progress and which your committee has supported and funded in the past. The operation and maintenance of the hydraulic model and the other projects in San Pedro Bay that your committee and Congress has supported and funded over the years also are mutually beneficial. And in that interest, Long Beach Harbor supports our deepening project and we, in turn, support Long Beach Harbor's maintenance dredging of accumulated silt deposits in the mouth of the Los Angeles River. These deposits are seriously hampering that port's commercial and recreational boating activities.

The Port of Los Angeles wishes to again thank you, Mr. Chairman, and the members of your committee for your past and continued support for these projects. Without your support, they would still be paper projects instead of the actual benefiting realities you are bringing about.

Mr. PERRY. We would like to thank you for the opportunity to appear before your committee. You have been very helpful to us in the past.

Our project is about to get under way.

Your assistance in the past has been tremendous. We hope that it will continue.

We are asking, however, that you increase the appropriation to $14.5 million from the $9.1 million that was in the President's budget.

This is within the Corps' capability and we realize this is an increase of almost $5 million, but the project has been under way or under planning for almost 17 years.

We want to get this thing under way. We are losing revenues. The project will deepen the channel from minus 35 to minus 45 feet which is in today's family of vessels, and is really not an excessive depth to be asking for, and we certainly feel that this is a highly desirable and very necessary project as far as the community is concerned.

It has the unanimous support of the Mayor of the City Council, all of the labor organizations in our area, and port users. We feel it is a highly desirable, very worthwhile project and urge it be increased in its funding.

Congressman Glen Anderson would normally be here, but he is chairing another subcommittee hearing, but he has asked to express his regrets.

Mr. BEVILL. Well, I am sure he is very busy. We understand that.

Mr. LANGNER. Jerry Porter and William Emick from the Port of Los Angeles; Charles Connors, Port of Long Beach is next.

STATEMENT OF CHARLES CONNORS

Mr. CONNORS. I thank you very much.

My testimony has been submitted in writing, and we support the appropriation request also and thank you very much.

[The statement follows:]

The Port of Long Beach

"America's most Modern Port"

P.O. BOX 570 · LONG BEACH, CALIFORNIA 90801 · TELEPHONES: (213) 437-0041 · (213) 775-3469 · TELEX: 65-8452 PORTOBEACH LGB

March 14, 1980

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
2362 Rayburn House Office Building
Washington, D.C. 20515

Mr. Chairman:

Subject: Congressional Appropriation for
Los Angeles-Long Beach Ports Studies,
Hydraulic Model Testing and
Los Angeles River Mouth Dredging

I am Charles F. Connors, Chief Harbor Engineer of the Port of Long Beach, California and I am authorized by the Board of Harbor Commissioners of the City of Long Beach to represent the Port of Long Beach in regard to appropriations for the Los Angeles and Long Beach Harbors Review of Reports, Hydraulic Modeling of San Pedro Bay developments, San Pedro Bay Transportation Studies, and maintenance dredging in the Los Angeles River Mouth.

I concur with and support the recommendation of the California Marine Affairs and Navigation Conference on the proposed budget amount of $125,000 for the Review of Reports on Los Angeles and Long Beach Harbors, which reviews have been requested by the House Committee on Public Works on July 10, 1968 and by the Senate Committee on Public Works on July 28, 1956 and May 11, 1967.

I also concur with and support the recommendation of the California Marine Affairs and Navigation Conference on the proposed budget amount of $1,088,000 for remedial maintenance dredging to remove accumulated silt deposits in the mouth of the Los Angeles River. These silt deposits create serious restrictions and hazards to commercial and recreational boating activity in and adjacent to the Long Beach Harbor District. In addition, we recommend that these silt deposits be removed preferably on an annual basis and at least on a biennial basis as a scheduled item of work. The dredged material should be used for replenishment of the sand on the beaches in Long Beach downcoast from the Los Angeles River. That replenishment is necessary because of the influence of the Federal Breakwater on normal wave action, accompanying reduction in sand movement and serious erosion under certain storm conditions. It is roughly estimated that the annual rate of Los Angeles River mouth siltation is in the vicinity of 200,000-300,000 cubic yards and is influenced

by operational decisions at the Corps of Engineers' Hanson Dam located in the headwaters of the river. At the present time, the benefits of a recently completed dredge project by the Corps of Engineers have been completely lost as a result of recent storms. It is imperative, in my opinion, that a more assured long-range remedy be found in the Los Angeles River mouth if navigational utility is to be maintained. I believe that an explicit annual maintenance dredging project would provide such a long-range solution to the siltation problem from the Los Angeles River.

The Water Resources Development Act of 1976, Section 123, authorized the Chief of Engineers to operate and maintain the Los Angeles-Long Beach harbor hydraulic model in Vicksburg, Mississippi. In the President's budget for Fiscal Year 1981, $82,000 has been included to maintain that model. However, in order to conduct hydraulic tests of proposed port expansion and development projects in Los Angeles and Long Beach Harbors coincident and consistent with criteria being developed in the Review of Reports and the two Ports' Master Plans, and to meet needs of the shipping industry, a total of $365,000, including the $82,000 maintenance costs, is needed for Fiscal Year 1981. Congress is respectfully requested to appropriate $365,000 for Fiscal Year 1981 for this project, commensurate with the Corps of Engineers' capability.

The modernization and expansion program of the Port of Long Beach is estimated at in excess of $200,000,000 of local funds for the decade of the 1980's, and a similar or greater growth in the 1990's. Our current 10-year program will utilize all existing available land areas. The subsequent 10-year program can be carried out only if additional landfills and companion deep water channels and berths can be provided. Both programs, particularly the latter, are dependent on data obtainable only from hydraulic model tests.

The Water Resources Development Act of 1976, in Section 163, also authorized the Chief of Engineers to conduct a study of water and land transportation needs resulting from expansion and further development of the ports on San Pedro Bay. The study, initiated under a Fiscal Year 1978 appropriation, covers in depth the present and anticipated future needs for railroad and highway facilities to serve the two-Port complex and the navigational aspects for commercial shipping and recreational boating. The President's budget for Fiscal Year 1981 includes $200,000 for this study. However, the need for accelerating this study to meet the needs of the two Ports is urgent. Congress is therefore respectfully requested to appropriate $325,000 for this study for Fiscal Year 1981 commensurate with the Corps of Engineers' capability.

Also, we find the project to dredge the Los Angeles Harbor main channel to minus 45 feet, as authorized by the Congress in October 1976, to be in the best interest of overall utilization and development in San Pedro Bay. The President's budget for Fiscal Year 1981 includes $9,510,000 for this project. However, we concur with the Port of Los Angeles' request for $14,500,000 which is commensurate with the Corps of Engineers' capability.

Attached hereto is Resolution No. HD-1168 adopted by the Board of Harbor Commissioners of the City of Long Beach on March 10, 1980, which contains data

relating to the background of the Reviews of Reports, hydraulic modeling, the San Pedro Bay Transportation Study and other related matters, and which stresses the need for federal assistance in developing economic, technical and environmental background essential to design and permitting of port facilities vital to regional and national interests. Agencies benefiting from these studies in San Pedro Bay include but are not limited to the Cities and Ports of Long Beach and Los Angeles, Los Angeles County, the State of California, the United States Navy and Coast Guard, and various State and Federal Environmental Agencies.

Thank you for permitting me the privilege of this presentation.

Charles F. Connors

Charles F. Connors
Chief Harbor Engineer

GHP:jm
Attachment

RESOLUTION NO. HD-1168

A RESOLUTION OF THE BOARD OF HARBOR COMMISSIONERS OF THE CITY OF LONG BEACH REQUESTING THE CONGRESS OF THE UNITED STATES TO APPROPRIATE FUNDS FOR THE REVIEW OF REPORTS, HYDRAULIC EXPERIMENTATION AND TRANSPORTATION STUDIES BY THE UNITED STATES ARMY, CORPS OF ENGINEERS RELATING TO IMPROVEMENTS IN SAN PEDRO BAY AND MAKING A DETERMINATION RELATING THERETO

WHEREAS, the Ports of Los Angeles and Long Beach in San Pedro Bay, California are two of a limited number of sites on the West Coast which possess the potential for deep water ports as recommended in the West Coast Deep Water Port Facilities Study conducted by the United States Army, Corps of Engineers; and

WHEREAS, the Ports of Los Angeles and Long Beach both have an impressive record of physical and fiscal growth to the end that together the two are presently handling over 80 million tons of cargo annually valued at nearly $25 billion, which growth and activity are significant economic regional and national factors, and from which approximately $875 million in federal revenues from foreign imports are derived through United States Customs annually; and

WHEREAS, both Ports are now and are becoming

increasingly hard-pressed to provide facilities to meet the needs of the shipping industry, and to that end are conducting extensive studies in conjunction with federal studies, to determine navigational, transportation, and environmental requirements to provide economic and adequate surge free berthing and cargo handling facilities; and

WHEREAS, completion of the studies currently underway by the Corps of Engineers, which include the Review of Reports as requested by the Committees on Public Works of both the House and Senate, the maintenance and operation of the San Pedro Bay hydraulic model at Vicksburg, Mississippi, as authorized by Section 123 of the Water Resources Development Act of 1976, and the San Pedro Bay Transportation Study as authorized by Section 163 of the Water Resources Development Act of 1976 are all urgently needed for use in the design and permitting processes for future land fills for port development; and

WHEREAS, all existing land in the Port of Long Beach which can be developed for shipping operations will have been utilized by 1990, and to meet the needs of the following decade the design, permitting and construction of new lands must commence immediately; and

WHEREAS, silt deposits from heavy runoff in recent years accumulating in the mouth of the Los Angeles River between the City and the Port of Long Beach constitute a restriction and hazard to commercial and recreational boating, which river is the largest of numerous flood control channels constructed and maintained jointly by the Los Angeles County Flood Control District and the United States Army, Corps of Engineers;

and;

WHEREAS, the Board of Harbor Commissioners of the City of Long Beach, as a properly constituted and financially responsible local agency, by its Resolution No. HD-890, adopted August 30, 1965, expressed its intent to enter into such agreements as may be reasonably required to further federal projects for the development and improvement of Long Beach and Los Angeles Harbors; and

WHEREAS, the Director of Environmental Management of the City of Long Beach, Harbor Department, has determined in a review of the applicability of the California Environmental Quality Act of 1970 (CEQA) to this resolution, that there is no possibility that this resolution will have a significant adverse effect on the environment, as each individual project will require independent review in accordance with CEQA, and that under the provisions of Section 15060 of the State Guidelines implementing CEQA this resolution is not subject to the requirements of CEQA;

NOW, THEREFORE, the Board of Harbor Commissioners of the City of Long Beach resolves as follows:

1. The Board of Harbor Commissioners of the City of Long Beach hereby finds and determines that this resolution will have no signficant adverse effect on the environment, and therefore, is not subject to the provisions of the California Environmental Quality Act of 1970, as amended.

2. That the Congress of the United States be, and it is hereby, respectfully requested to appropriate simultaneously the funds necessary for the Chief of Engineers, United States

Army, Corps of Engineers, to complete the Reviews of Reports on Los Angeles and Long Beach Harbors, which reviews were requested by the Senate Committee on Public Works on July 28, 1956, and on May 11, 1967, and by the House Committee on Public Works on July 10, 1968, in order that the environmental, navigational and economic studies for the Review of Reports may be completed at the earliest date possible, and to provide for urgently needed general hydraulic testing for current and long range plans associated with development in the two San Pedro Bay ports.

3. That the Congress of the United States be, and it is hereby, respectfully requested to appropriate simultaneously the funds necessary for the Chief of Engineers, United States Army, Corps of Engineers, to complete the San Pedro Bay Ports Transportation Study, which study was authorized by Section 163 of the Water Resources Development Act of 1976.

4. That the Congress of the United States be, and is hereby, respectfully requested to appropriate simulatneously the funds necessary for the Chief of Engineers, United States Army, Corps of Engineers, to remove by dredging river silt deposits accumulated at the mouth of the Los Angeles River in and adjacent to the Long Beach Harbor District, which deposits constitute restrictions and a hazard to harbor and Catalina cruise boats and to recreational boating and water sports, and which under heavy river flood flow conditions constitute a threat of flooding and erosion of the dike protecting and containing the easterly Pier A landfill.

5. That the General Manager of the Long Beach Harbor Department be, and he is hereby, directed to send copies of

this resolution to the United States Senators and to Members of the House of Representatives from California, with a letter requesting their assistance in presenting this resolution before the proper Congressional committees.

6. That the General Manager of the Long Beach Harbor Department be, and he is hereby, further directed to send copies of this resolution to the President of the United States; the Director, Office of Management and Budget; the Secretary of the Army; the Chief of Engineers; the Board of Engineers for Rivers and Harbors; the United States Division Engineer, San Francisco; the District Engineer, Los Angeles; and such other interested persons as he may deem appropriate.

7. The Secretary of the Board shall certify to the passage of this resolution by the Board of Harbor Commissioners of the City of Long Beach, and it shall thereupon take effect.

8. The Secretary of the Board shall cause this resolution to be published once in the official newspaper of the City of Long Beach.

I hereby certify that the foregoing resolution was adopted by the Board of Harbor Commissioners of the City of Long Beach at its meeting of March 10, 1980, by the following vote:

Ayes: Commissioners: Wilson, Langslet, DuVall, Hanna, Gray

Noes: Commissioners: None

Absent: Commissioners: None

Louise M. DuVall

Louise M. DuVall
Secretary

STATEMENT OF ROBERT DAVENPORT

Mr. LANGNER. Earlier Congressman Clausen introduced Mr. Westfall and Robert Davenport.

We will insert Mr. Davenport's statement at this time.

[The statement follows:]

COMMISSIONERS
1st Division
R. E. Davenport
2nd Division
M. Coombs
3rd Division
J. A. Gast
4th Division
H. N. Christenson
5th Division
A. L. Sparks

HUMBOLDT BAY
HARBOR, RECREATION, AND CONSERVATION
DISTRICT
(707) 443-0801
P. O. Box 134
Eureka, California 95501

24 March 1980

To: House of Representatives
Committee on Appropriations
Subcommittee on Public Works
House of Representatives of
the United States

From: Humboldt Bay Harbor, Recreation,
and Conservation District

By: Robert E. Davenport, President
Humboldt Bay Harbor, Recreation,
and Conservation District

Summary Request:

The Congress of the United States authorized, in 1975, a study of Humboldt Bay. In 1976, the first funds were appropriated of the total estimated cost of $2,325,000. The first phases of background work of the study are now being completed. The next phases are scheduled to produce the needed information to allow for intelligent planning at local, state, regional and federal levels.

In 1976, Congress authorized the dollar value of Sect. 107, the Small Navigation Project Authority, to be increased from one to two million. Inflation now makes that insufficient for its intended purpose.

Specific Action:

To approve of the $375,000 for the continued study of Humboldt Bay plus $1,505,000 for maintenance dredging and the approval of increasing Sect. 107 funding limit to three million and tying it to the Consumer Price Index.

Location:

Humboldt Bay, California is in the approximate midpoint of the Pacific Coast of the coterminous United States and is 316 miles north of San Francisco and 416 miles south of Portland, Oregon. Humboldt Bay is the second largest natural harbor in the State of California and the southern portion of the State of Oregon.

Economy:

Humboldt County has a basic economy of timber, other forms of agriculture, tourism and fishing. Products arriving in Humboldt County mainly consist of petroleum with a few minor lots of general cargo. Exports from Humboldt Bay are principally timber and timber products in foreign trade. The economic sphere of influence of Humboldt Bay includes parts or all of the Counties of Humboldt, Siskiyou, Del Norte, Trinity and Mendocino. All of these Counties are adversely affected with a high unemployment rate; the rate for Humboldt County is 14%.

Shipping is a major industry. With the harbor now deepened to 35', the continued safe operation of the harbor is essential to the five County area.

Mariculture takes place in the northern portion of Humboldt Bay and produces some 90% of the oysters grown in the State of California. Over 50% of the California commercial fish landings, other than tuna, are made in Eureka. The Humboldt Bay salt marsh areas, shallow water expanses, and tributaries contribute as vital breeding grounds for commercial fish and crab. An important experiment concerning the rearing of salmon utilizing community wastewater is being conducted. There are some 8,700 acres of Humboldt Bay scheduled for inclusion in the U.S. Wildlife Refuge.

Humboldt Bay is an important multipurpose area: a vitally important port between San Francisco and Oregon, a critical link in the Pacific fly-way, and a necessary component in the food chain supporting the commercially and recreationally important forms of marine life.

Since the local economy may be restricted in its expansion or diversification until such time as this and other planning efforts are completed, the study is essential so that the Humboldt Bay Harbor, Recreation, and Conservation District might intelligently and properly protect, regulate and develop the area in coordination with other agencies. All future Environmental Impact Reports/Statements will be materially advanced by the presence of this study when it is completed. Thus, this study will at that time really serve in a function that its name implies: A Baseline Study of Humboldt Bay, California.

Recommendation:

That the authorized study continue to move forward and that specifically $375,000 be appropriated for fiscal year 1981 for utilization by the United State Army Corps of Engineers in furthering the study for Humboldt Bay, plus $1,505,000 be appropriated to maintain the harbor for continued safe navigation, plus increase the Sect. 107 limit to three million with connection to the Consumer Price Index.

General:

Humboldt Bay is a component of the economic health of this entire region and it is essential that this great resource be fully understood and protected. With your continued assistance, this can be accomplished.

Respectfully Submitted By:

Robert E. Davenport, President
Humboldt Bay Harbor, Recreation,
and Conservation District

Mr. LANGNER. We have Supervisor Tom Powers of Contra Costa County, accompanied by Captain Thomas Eddy.

Go ahead.

STATEMENT OF TOM POWERS

Mr. POWERS. How do you do. I would like to introduce Captain Tom Eddy, the Port of Richmond is here.

Paul Hughey, Manager of Contra Costa County is here.

I am here representing unanimous support of that port, and I would like to stress one of the five projects which my written testimony contains, the Stock Ship Channel, and it is the first time in recent history that the Board of Supervisors has unanimously supported that project.

We agree with Mr. Krygsman. We would like to have the funding at $1.6 million, and we appreciate your consideration.

I would ask that my written testimony be a part of the record.

Mr. BEVILL. It will be a part of the record and we are always impressed when you get unanimous support.

[The statement follows:]

STATEMENT

OF THE

CONTRA COSTA COUNTY BOARD OF SUPERVISORS

IN SUPPORT OF

PUBLIC WORKS APPROPRIATIONS FOR

FISCAL YEAR 1981

FOR THE

SAN FRANCISCO BAY TO STOCKTON SHIP CHANNEL

WALNUT CREEK

SACRAMENTO - SAN JOAQUIN DELTA

SAN FRANCISCO BAY AND SACRAMENTO - SAN JOAQUIN DELTA
WATER QUALITY AND WASTE DISPOSAL

WALNUT CREEK BASIN

TO THE

HOUSE OF REPRESENTATIVES

COMMITTEE ON APPROPRIATIONS

SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT

HONORABLE TOM BEVILL, CHAIRMAN

MARCH 27, 1980

S U M M A R Y

Requested Amount

Project	Fiscal Year 1981	Remarks
1 - San Francisco Bay to Stockton Ship Channel	$ 1,600,000	Initiate construction on Stockton reach; initiate action for early construction on the Richmond reach; conclude planning studies including evaluation of mitigation for salinity intrusion for the balance of the project - Corps of Engineers Capability
2 - Walnut Creek	$ 5,150,000	Continue construction on Lower Pine Creek and Galindo Creek. President's Budget Recommendation and Corps of Engineers Capability
3 - Sacramento - San Joaquin Delta	$ 175,000	Complete reports and Final Environmental Impact Study. President's Budget Recommendation and Corps of Engineers Capability.
4 - San Francisco Bay and Sacramento-San Joaquin Delta Water Quality and Waste Disposal	$ 50,000	Complete studies of water quality in the San Francisco Bay Delta and implement memorandum of understanding with several State agencies - Corps of Engineers Capability
5 - Walnut Creek Basin	$ 85,000	Prepare a comprehensive report for completion in two years including an assessment of Mt. Diablo Creek - Corps of Engineers Capability.

TESTIMONY

My name is Tom Powers. I am a County Supervisor representing the Board of Supervisors of Contra Costa County, California. The Board in addition acts as the ex-officio Board of Supervisors for the Contra Costa County Flood Control and Water Conservation District.

The Board has asked me to express to you its appreciation for the significant accomplishments in public works projects that have been made possible by the foresight of your committee in providing appropriations for flood control, water conservation and navigation projects in the past years. These projects continue to provide long-term benefits to people of the County and to the people of the United States of America. The County is continuing to work in close coordination with the Corps of Engineers and wish to congratulate them on their careful consideration of the myriad of problems that face the citizenry in trying to determine appropriate courses of action that will meet the needs of the people of our area and provide for proper consideration of social, economic and environmental effects.

Contra Costa County presents testimony on several projects that affect our area for funding in the fiscal year 1981 programs. Details of our testimony are included in the following pages which I will not present orally but which I request be entered into the record.

On those projects for which the Corps of Engineers' capability is recommended, the amounts show the current capability. In the event that these capabilities are subsequently revised upward due to new developments, the County would favor the higher amount to provide for maximum progress toward completion of the projects and the project studies.

SAN FRANCISCO BAY TO STOCKTON SHIP CHANNEL

The Contra Costa County Board of Supervisors recommends approval of the funding of the Corps of Engineers capability of $1,600,000. The County supports and urges: (1) early construction of the Avon to Stockton portion of the project, for which environmental analysis has recently been satisfactorily completed, (2) initiation of appropriate actions to permit early construction on the West Richmond Channel and Maneuvering areas; and (3) completion of the studies to determine if the balance of the project can be completed without adverse effects upon San Francisco Bay Delta water quality or other significant adverse environmental impacts. It is extremely important that these studies recognize the total requirements for a balanced consideration of the social, economic and environmental effects of this project including the necessity for meeting energy requirements, the requirements for minimizing the balance of payments, the recognition of the significant customs receipts that accrue to the national treasury, and the requirement to maintain a viable port system in the San Francisco Bay Area in order to provide for adequate jobs and income producing activities for the benefit of the citizens of the area. There is no question but that need for port and navigation improvements is of both local and national concern.

I was impressed by the recent comments of the U.S. Secretary of Transportation Neil Goldschmidt to the Washington, D.C. Press Club on this subject. In part, Secretary Goldschmidt stated:

> "In the next 25 years, port-related employment will grow by more than 60 percent. Today, more than 3 million jobs in other transportation sectors are dependent upon our ports.

"The fact is that, today, our agricultural exports are paying our oil import bill. And, in the future, vigorously expanded exports will be needed, not to offset oil imports, but to re-assert our interest in the world market.

"For the Department of Transportation, the question is whether our system will be prepared to support the flow of commerce required by this strategy.

"My preliminary review indicates that, without prompt action, we may not have the system we need."

WALNUT CREEK

The County supports the President's budget recommendation of $5,150,000 in order to continue the construction contracts on Lower Pine Creek and Galindo Creek. This project provides for an important increment to the total flood protection of this important central County area.

SACRAMENTO - SAN JOAQUIN DELTA

Full funding of the President's budget of $175,000 is recommended so that the Corps of Engineers can complete the necessary reports and the final Environmental Impact Study. This will include provisions for public testimony that will allow a determination to be made as soon as possible on the recommendations for the improvement for the existing levees and the protection of the present development of the Delta islands. The completion of these reports with appropriate recommendations are extremely important to citizens in this County and other delta counties. Emergency levee repairs are underway at this time under a Presidential Declaration of Emergency. Several delta islands are flooded due to levee failures in this winters

SACRAMENTO - SAN JOAQUIN DELTA (Cont.)

abnormal storms and permanent levee improvements are urgently needed.

SAN FRANCISCO BAY AND SACRAMENTO - SAN JOAQUIN DELTA WATER QUALITY AND WASTE DISPOSAL

The funding of the Corps of Engineers' capability of $50,000 will enable the San Francisco District to complete this important study and develop coordination of respective roles with other Federal, State, and local agencies. It can provide for better water quality determinations to establish the relative State and Federal roles in maintaining water quality in the Delta area and lead to a memorandum of understanding with several State agencies.

WALNUT CREEK BASIN

The County recommends approval of the funding of the Corps of Engineers' capability of $85,000 to complete the reassessment of the potential development of water resources in Walnut Creek Basin including an assessment of Mt. Diablo Creek, and initiation of the final report. It is important that a final determination be made of the additional increments of improvement that are required in the Walnut Creek Basin over and above those already authorized and under construction in order to provide a comprehensive water resources management program for the Walnut Creek Basin.

S U M M A R Y

Requested Amount

Fiscal Year

1981

Project		
San Francisco Bay to Stockton Ship Channel	$1,600,000	Commence Construction of Stockton Channel; prepare draft GDM and EIS for Richmond Reach; continue hydrological studies of hydraulic salinity barrier for Baldwin Channel
(John F. Baldwin and Stockton Ship Channels)		

March 27, 1980

TESTIMONY

My name is Paul F. Hughey. I am General Manager of the Contra Costa County Development Association, an official Economic Development Agency of Contra Costa County, California.

My organization would like to express our appreciation for the continued appropriations the Committee has provided to enable proper planning, design and a limited amount of construction for the San Francisco Bay to Stockton Ship Channel improvement project. This very important improvement is vital to the long range economic viability of the large area it serves. We also greatly appreciate the manner in which the Corps of Engineers is carefully considering the environmental impact of this project within the guidelines provided by the Congress. We approve of the careful analysis of environmental, economic and social factors as they relate to this project and we will cooperate fully in providing any information or assistance the Corps may require to enable proper judgement on initiating further construction.

Background

The Development Association filed a brief with the Corps of Engineers in 1958, requesting a study of the feasibility of improving the main shipping channel between San Francisco Bay and the Port of Stockton. As a result, the study was funded by the Congress under an appropriation sponsored by the late Congressman John F. Baldwin. This project, described in the House Document No. 208 of the 89th Congress, 1st Session, was approved by the Congress in September 1965. As a part of this project, the San Francisco Bar has been deepened from 50' to 55' and the main shipping channel into San Francisco Bay widened. Some minor additional construction was also provided near the Port of Richmond and on the levee system of the upper San Joaquin River. For the past few years, however, the Corps has been engaged in studies to enable it to prepare the Environmental Impact Studies required by law.

In order to expedite work on portions of this overall project, the project has been divided into five phases or sections. Commencing at the entrance to San Francisco Bay, Phase 1, the deepening of the San Francisco Bar to 55' has been completed.

Phase 2 consists of deepening the West Richmond Channel from 35' to 45' for a distance of approximately three miles to connect the naturally deep waters of San Francisco and West San Pablo Bay. The President's budget contains $250,000 to enable the Corps to prepare a Draft GDM and EIS for this phase scheduled to be completed by January, 1981. The State of California, Congressman George Miller, the Contra Costa County Board of Supervisors, and local interests all support this phase of the overall project and it should proceed expeditiously. It will provide the needed deeper channel for the Port of Richmond which has placed its first container berth in operation, provide a better approach to the Chevron, USA, Richmond Refinery wharf, and provide a needed deeper channel for the U. S. Naval Fuel Supply Depot at Point Molate, near Richmond, and the bulk liquid facilities of the Port of Richmond at Point San Pablo.

Phases 3 and 4 consists of deepening the existing 35' channel through San Pablo Bay and lower Suisun Bay Channel to 45'. Corps model studies indicate that this phase will induce an increase in salinity levels in the Delta. Therefore, the Corps is prepared to continue further engineering and model studies on various types of underwater salinity barriers or sills in the Carquinez Strait to mitigate the effects of the project. The Corps has the capability of $250,000 for this work.

Phase 5 consists of deepening the Stockton Channel and upper Suisun Bay Channel from the existing 30' to 35' from Point Edith, upstream from Martinez, to the Port of Stockton. The Public Hearing on the Draft GDM and EIS were recently completed with no opposition. The State of California has stated that there would be no measurable salinity intrusion into the Delta from this project. The Corps has the capability to the extent of $1.1MM to commence construction of this phase.

The Economy

The San Francisco Bay is known throughout the world as one of the world's great harbors. In 1978, the latest year for which Corps of Engineers figures are available, some 56 million tons of cargo passed through the Golden Gate. Almost two-thirds of this total passed over the public and private docks of Contra Costa County and the Port of Benicia in adjacent Solano County via the existing John F. Baldwin Ship Channel.

All six of the petroleum refineries in Northern California, representing some 800,000 barrels per day of throughput, lie on this channel. Also on this channel is the world's largest sugar refinery, C&H at Crockett, importing almost 1 million tons of sugar each year. Steel plants, chemical plants, paper mills, a gypsum plant and expanding general cargo facilities, such as the Port of Richmond, are dependent upon this channel. Two major electric power generating plants of the Pacific Gas and Electric Company are partially dependent upon shipment of fuel oil as they reduce the use of natural gas for boiler fuel. These two power plants alone represent some 30% of all the electric generating capacity in Northern and Central California.

Also served by this channel are three important naval installations; the Naval Fuel Supply Depot at Point Molate, near Richmond; the U. S. Naval Shipyard at Mare Island, Vallejo; and the U. S. Naval Weapons Station at Concord which is shifting to containerization which will require a deeper channel. The importance of a safe and adequate shipping channel to our Navy is obvious. It might be noted that the Corps does not include national defense installations in computing the cost-benefit ratio of projects.

Mr. Chairman, given the present serious energy problems, balance of payments, and inflationary economic situation, it would seem obvious that everything possible should be done to reduce transportation costs, improve efficiency, and minimize environmental impacts.

In 1978, some 1,200 tankers entered San Francisco Bay. Over 250 of these vessels had a draft of 35 feet or more which is the dock side depth of all of the petroleum refineries and terminals on the channel. These vessels have to anchor in South San Francisco Bay and have a portion of their cargo lightered off before they can proceed partially loaded to the refinery or terminal docks. This is an environmentally unsound practice, since it is known that the greatest risk of oil spillage occurs when it is necessary to transfer cargo. A deepening of the channel would enable these ships to proceed directly to their docks, thereby reducing time and transportation costs.

Conclusion

Mr. Chairman, the long-range viability of the San Francisco Bay Area regional economy is dependent upon the completion of this project. The last significant improvements to this main shipping channel were completed in the 1930s. The world shipping fleet has changed dramatically since that time. The ships are much larger in every respect and unless this channel is improved, the region cannot remain competitive to the detriment of our nation. Given the importance of international trade, the balance of payments and the very large sums collected in customs receipts by the San Francisco District each year, true national interests are involved.

We request the Committee to appropriate the amount of $1.6MM, which is the Corps capability. In the event the Corps capability is adjusted upwards, we would request the higher amount to enable a more rapid conclusion to the scheduled work.

Mr. Chairman, we thank the Committee for its attention to our concerns. Thank you.

Mr. LANGNER. We have the Deputy Mayor of Oceanside.

Mr. BURGENER. Mr. Bell was a Marine sergeant, and if you want to know who has the rank in this family, his wife is a major.

Mr. BEVILL. We are pleased to have you.

STATEMENT OF WILLIAM D. BELL

Mr. BELL. I am William D. Bell, Deputy Mayor of the City of Oceanside, California.

I am most appreciative of the opportunity to be heard today and to testify on the need for Congress to provide $730,000 in this coming year's budget, which has been requested by the Corps of Engineers to complete our harbor expansion study and to continue their harbor dredging project.

I realize that you cannot recall all of the innumerable projects that come before you but as a reminder Congress, by passage of Public Law 87–9, recognized that the devastating erosion, which has plagued our City beaches and has resulted in millions of dollars in lost tourist revenue to Oceanside, is directly attributed to the construction of the Camp Pendleton Military Boat Basin in 1942.

This year, the Corps of Engineers will complete their $900,000 Beach Erosion Study and we will be appealing to Congress for construction funds at the next fiscal year hearings.

Meanwhile, shoaling of the harbor entrance is a constantly developing hazard due to the design of the Marine Corps Boat Basin and dredging is vital to maintaining harbor operations and restoring sand to the public beaches of Oceanside.

The harbor expansion study, which the Corps of Engineers has been working on for a number of years, will be completed with the allocation of $80,000.

We are asking you to provide the necessary follow-on appropriations for these two important projects.

Mr. LANGNER. Accompanying Mr. Bell is Mr. Donald Riley.

[The statement follows:]

CITY OF OCEANSIDE

MAYOR
PAUL G. GRAHAM

DEPUTY MAYOR
WILLIAM D. BELL

COUNCIL MEMBERS
LUCY R. CHAVEZ
JOHN C. CASEY
RAY BURGESS

March 27, 1980

PRESENTATION TO THE ENERGY & WATER DEVELOPMENT SUBCOMMITTEES OF THE APPROPRIATIONS COMMITTEES OF THE UNITED STATES SENATE AND THE UNITED STATES HOUSE OF REPRESENTATIVES

Oceanside Corps of Engineers' Projects

Gentlemen:

I am William D. Bell, Deputy Mayor of the City of Oceanside, California. I am most appreciative of the opportunity to be heard today and to testify on the need for Congress to provide $730,000 in this coming year's budget, which has been requested by the Corps of Engineers, to complete our harbor expansion study and to continue their harbor dredging project.

I realize that you cannot recall all of the innumerable projects that come before you but as a reminder -- Congress, by passage of Public Law 87-9, recognized that the devastating erosion, which has plagued our City beaches and has resulted in millions of dollars in lost tourist revenue to Oceanside, is directly attributed to the construction of the Camp Pendleton Military Boat Basin in 1942. This year, the Corps of Engineers will complete their $900,000 Beach Erosion Study and we will be appealing to Congress for construction funds at the next fiscal year hearings. Meanwhile, shoaling of the harbor entrance is a constantly developing hazard due to the design of the Marine Corps Boat Basin and dredging is vital to maintaining harbor operations and restoring sand to the public beaches of Oceanside.

The harbor expansion study, which the Corps of Engineers has been working on for a number of years, will be completed with the allocation of $80,000.

We are asking you to provide the necessary follow-on appropriations for these two important projects.

Respectfully submitted,

William D. Bell
Deputy Mayor
City of Oceanside, California

HARBOR DREDGING PROJECT

CITY OF OCEANSIDE
San Diego County
California

(Operations and Maintenance)

Total Estimated Federal Cost	Actual Obligations FY 1979	Estimated Obligations FY 1980	President's Budget FY 1981	Corps of Engineers Capability FY 1981
$ Continuing	$10,000	$1,000	$650,000	$650,000

PROJECT HISTORY & DESCRIPTION

Since its founding prior to 1900, the City of Oceanside has been noted for its desirable climate and ocean-related attractions, particularly the wide and expansive sandy beach adjacent to the downtown area. However, in 1942, the regular southward littoral drift of sand was interrupted by the construction of the wartime Del Mar Boat Basin and its jetty at the newly-established Camp Pendleton. By 1949, this interruption resulted in destruction of almost all of the Oceanside Beach. This problem has confronted the U. S. Army Corps of Engineers almost constantly since that time. In 1955, the Corps released a report concerning the severe erosion problem and proposed cooperative projects to replenish the sand on the Oceanside Beach. In 1956, the United States Government accepted the responsibility for creating the beach erosion and proceeded two years later to dredge 800,000 cubic yards of sand to be discharged on the Oceanside Beach. Recognizing dredging as no solution for the problem, the Corps conceived modifications to the Del Mar Boat Basin entrance which included construction of the Oceanside Small Craft Harbor and deposit of over 3,000,000 cubic yards of sand for restoration of the beach in 1962. The beach erosion problem soon returned requiring almost continuous annual dredging to maintain the common harbor entrance and improve the deplorable beach condition.

Dredging operations by the Corps in 1977-78 restored project depth to the Harbor and deposited over 300,000 cubic yards of sand on the eroded beach. Unfortunately, this 300,000 cubic yards, as well as more of the original beach, were subsequently lost to violent storms and exceptionally high tides. The continuation of an effective dredging program by the Corps is vital. The City of Oceanside requests approval of the $650,000 required for fiscal year 1981 dredging.

Prepared by: HARBOR STAFF
March 4, 1980

HARBOR EXPANSION STUDY

CITY OF OCEANSIDE
San Diego County
California

Total Estimated Federal Cost	Allocation Prior to FY 1980	Allocation FY 1980	Balance to Complete	President's Budget FY 1981	Corps of Engineers Capability FY 1981
$660,000	$485,000	$95,000	$80,000	0	$80,000

PROJECT HISTORY & DESCRIPTION

In a combined effort undertaken in 1962 in cooperation with the U. S. Army Corps of Engineers, the City of Oceanside constructed the present small craft harbor adjacent to Camp Pendleton's Del Mar Boat Basin, sharing a common entrance. Designed to accommodate 559 boat slips and to provide a harbor of refuge, this project was also expected to permanently restore the City's attractive beach area to the South. Soon after the construction was completed, the City beach erosion problem became evident again and by 1965 was so severe that the beach was totally lost. Sand accumulation at the harbor entrance created such a hazard to navigation that the Corps of Engineers initiated dredging operations which were used to help mitigate the beach erosion. Annual dredging is now required to keep the harbor fully operative.

The harbor facilities have been increased to accommodate over 800 boats at this time. However, studies indicate an existing berthing deficit of over 700 slips for the Oceanside tributary area. The Corps of Engineers has undertaken a study to determine the advisability of utilizing the harbor's turning basin to accommodate present and future needs. The design would also help to ameliorate the shoaling problem at the entrance. The City has funded conceptual design planning for the expanded harbor area which is being used in the Corps of Engineers' study. The City urges an allocation of $80,000 for the completion of this very important project.

Prepared by: HARBOR STAFF
March 4, 1980

STATEMENT OF GERALD POPE

Mr. LANGNER. We have with us also today Gerald Pope, Director of Administrative Services of the Port of Oakland.

Mr. POPE. I submitted a statement for the record.

[The statement follows:]

PORT OF OAKLAND

GERALD L. POPE
Director of Administrative Services

BOARD OF PORT COMMISSIONERS
CITY OF OAKLAND

THOMAS L. BERKLEY — President
TED CONNOLLY — 1st Vice President
NORVEL SMITH — 2nd Vice President
DAVID CREQUE — Commissioner
HERBERT ENG — Commissioner
HENRY J. RODRIGUEZ — Commissioner
Y. CHARLES SODA — Commissioner

WALTER A. ABERNATHY — Executive Director

TESTIMONY OF GERALD L. POPE, DIRECTOR OF
ADMINISTRATIVE SERVICES, PORT OF OAKLAND,
BEFORE THE HOUSE PUBLIC WORKS COMMITTEE, MARCH 27, 1980

Mr. Chairman and members of the Committee, I am appearing today before you to ask your support of two projects of vital interest to the Port of Oakland. The first is that of the newly authorized study to determine the feasibility of deepening the Inner Harbor Channel serving the major water oriented industries of the Port of Oakland, and the City of Alameda. The importance of this channel is demonstrated by the fact that on the Oakland side alone 6,000 jobs with economic impacts of $250,000 annually are dependent upon the channel. Our present active container terminals operated by APL, Seatrain and U.S. Lines account for over 2.6 million revenue tons of container cargoes per year. Container fleets now using IHC are of the 2nd and 3rd generation container ships. The new 4th generation container ships such as APL's C-8's and C-9's are ready to commence service at Oakland Inner Harbor. These vessels have a loaded maximum draft of over 35 feet. The Corp's study which we are addressing today, is urgently needed to determine what provisions of channel depth are needed to serve future navigation. More important, this study is needed to start the project toward what we hope is a speedy and fruitful completion.

The Port of Oakland has a policy that port terminal development be accomplished with minimal environmental impacts requiring the

minimum of Bay fill through redevelopment of existing marine terminals, and where possible through acquisition of privately-owned shoreline properties. Since 1975 we have proceeded to purchase the Howard Terminals and, combined with Port-owned Grove Street Terminal property, we are embarking on redeveloping a modern 43-acres, 2-berth container terminal. This new facility located at the foot of Market & Grove Streets will be operational in 1982. We are asking for support of the Corps capability of $100,000 to commence the study.

The second project is that of deepening the main channel serving Outer Harbor Terminal facilities of the Port of Oakland. This channel will provide improvements to widen and realign the entrance to the channel, widen the turning basin and increase project depth from -35' to -42'.

The prime reason for deepening is to achieve safe and efficient shipping operations in the channel, especially in view of the larger and deeper draft vessels calling at container facilities in this area. Ships now serving and entering the trade are drawing drafts in excess of 35'.

The facilities served by the Outer Harbor Channel annually primes the local economy with some $298 million in payroll and local taxes and this in turn accounts for some $242 million in local purchases. The economic impact of direct and indirect employment is therefore $540 million annually. To this we can attribute another equivalent $540 million annually for secondary benefits. The total economic impact of the channel to this area is $1.08 billion dollars each year.

We understand that this project is now under review within the Water Resources Council and appropriations for commencement of the project are contained in SB-4788. This bill is now before the Public Works Committee of the Senate and we urge your support of the legislation.

STATEMENT OF MELVIN SHORE

Mr. POPE. We have Melvin Shore, Director of the Port of Sacramento next. I would also like to introduce Mrs. Twyla Thompson, who is Chairman of the Board of Yolo Supporters.

Mr. SHORE. We would associate our comments with the Chairman's. I want to point out to you that the Corps of Engineers since 1955 has been studying the existing project projected 857,000 tons per year as an average over the 50-year life. That volume was reached in the fourth year of operations, and at the end of 15 years we already handled the total amount that the Corps projected for 50 years of operation.

The present deepening project has a 2.4 B/C ratio, based upon 6 or 7 percent, and you know what that interest rate does to both the benefits and the cost.

We appreciate the fact that your committee will be faced with some serious problems this year in connection with the fight against inflation. We trust that, and I know that your committee will take into account the fact that investment in the future of this country cannot be set aside for a temporary problem such as we have.

We thank you very much for your consideration.

[The statement follows:]

PORT OF SACRAMENTO
SACRAMENTO-YOLO PORT DISTRICT
WORLD TRADE CENTER · WEST SACRAMENTO,
CALIFORNIA U.S.A. 95691 (916) 371-8000

MELVIN SHORE
PORT DIRECTOR

Fight Against Inflation

We all recognize the major problem the Congress faces in the fight against inflation. Probably one of the best inflation fighters of all is to ELIMINATE WASTE.

Over three quarters of a million dollars already has been expended upon the Feasibility Report on the deepening of the Sacramento River Deep Water Ship Channel. Practically all of that expenditure will be wasted if too long a delay transpires before the next step, advanced engineering and design is undertaken.

Needless to say too, the earlier the very significant FUEL SAVING features of this project are instituted, the greater will be these benefits which will help with the longer range fight against inflation. In this vein, perhaps most imprtant is the benefit effected by the continued growth of exports through the Port of Sacramento and its assistance to the solution of the BALANCE OF PAYMENT problem.

Truly, the modest appropriation sought herein will aid in the fight against inflation.

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON PUBLIC WORKS

STATEMENT OF MELVIN SHORE
PORT DIRECTOR, PORT OF SACRAMENTO

March, 1980

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

Summary of Request

Following nine years of study, the Draft Feasibility Report on deepening the Sacramento River Deep Water Ship Channel is leaving the Corps of Engineer's District Engineer's office on its route back to Congress. At the final public hearing on November 13, 1979, the Corps indicated it intends to recommend deepening the 30 foot channel to 35 feet.

HR4788, the Omnibus Bill, is currently being considered by the Congress. Included therein is the authorization for the Corps to proceed with advanced engineering and design (AE&D) as soon as the report has been approved by the Secretary of the Army. That action can be logically expected to transpire during fiscal 1981. Accordingly; we ask that your Committee include the amount of $400,000, which we understand the Corps can beneficially expend during that fiscal year.

BACKGROUND. The Sacramento River Deep Water Ship Channel Project was completed in 1963. From a tonnage of

41,000 tons handled that first year, our 1979 volume was well over 2,000,000 tons. The Corps' original Project Review estimated that over the 50-year life of the project, the average annual volume of deep draft traffic would be 857,000 tons. The value of this project to date is amply demonstrated by the extent that the projections have been exceeded.

LOCAL SUPPORT. Local interests have tenaciously promoted the use of the Port of Sacramento. The facilities provided by the Port District for cargo handling represent an investment of over $30 million. Additional expenditures are under active consideration at this time. Its land holdings are master planned for further expansion as the needs require.

At the public hearing on November 13, 1979, the expressions of support from the shippers that use the Port and the community in general were voluminous. Almost 100 letters supplemented the fifteen people who made oral presentations of support. I dare say not many navigation projects have enjoyed this level of public support from the entire spectrum of the community.

B/C RATIO - The Corps' Draft Feasibility Report shows that the deepening of the channel to Sacramento will produce a 2.4 benefit/cost ratio when evaluated at the presently applicable 6 7/8% interest rate. Typically, navigation projects have not done well at these high interest rates

which adversely affect the B/C ratio by tending to minimize benefits and exaggerate cost. The B/C ratio speaks for itself as to the value of this project.

NEED FOR DEEPER WATER. The bulk cargoes presently moving through the Port of Sacramento sorely require deeper water. Bulk cargoes require larger vessels to minimize the per-ton cost for ocean freight. To continue to successfully compete in the world markets, the Port of Sacramento shippers must be able to charter larger vessels with deeper drafts. To do any less makes them non-competitive and destroys their ability to foster our country's exports.

CARGOES REQUIRING DEEPER WATER. Just two of the Port's cargoes will serve to demonstrate the need. Last year 93% of the ships loading grain for export at Sacramento had to be topped-off at deeper water. When the Port started its wood chip export program in 1967, the ports at the receiving end had only 27 feet of draft capability. At that time Sacramento's 30 feet was ample. Now those same receiving ports offer 12 meters (over 39 feet) draft.

In both these cases, the long term picture can only mean that Sacramento will gradually be bypassed and eventually wither and die if deepening is not accomplished. It should be pointed out that these exports contribute to helping solve the continuing United States balance of payments problem.

ADDITIONAL VALUES. Deepening the channel will also serve the energy conservation needs of the country. When ships can be fully loaded at the Port, it will avoid the need to move cargoes to more distant ports by land transportation means. These land transportation modes are demonstrably less fuel efficient.

The needs of the national defense will also be better served by making the Port more accessible to naval and merchant marine vessels that require the deeper draft.

Finally, it should be recognized that the location of new industries along the ship channel with their private berths is a national asset of considerable value. The first of these industries has already located and is bringing fertilizers from Alaska to serve the agricultural needs of northern California.

SUMMARY. We recognize that a request for funding a yet-to-be authorized feature is unusual. Yet we believe that the circumstanes that surround this request justify our urging it upon your Honorable Committee. Should there be any extensive delay in undertaking the AE&D phase, practically all the work done to produce the Draft Feasibility Report would need to be done again, at considerable federal expense. That waste of investment in dollars and time can be avoided by the modest funding requested here. It does not need to be added that avoiding any delay will also

beneficially affect the ultimate cost of the project by reducing the effects of inflation on the total cost.

In view of the pattern of successful operation that the Port has shown to date, we ask that your Honorable Committee recommend an appropriation of $400,000 for AE&D for fiscal 1981, so that we may continue to serve the shipping needs of not only our area but the mid-continent as well.

Mr. BEVILL. Your point is very good. We look upon these as investments as do the businessmen who carry those funds as a capital investment and depreciates them over their useful lives.

Mr. FAZIO. If I could underscore that, Mr. Chairman, this is a very well-run port, an excellent project and very important for all the export crops that are so important to our balance of payments.

I want to lend all of the help I can to see that we can accomplish this.

STATEMENT OF PETER WANG

Mr. LANGNER. Peter Wang, Mr. Chairman, president of the Port of Encinal Terminals, Alameda, California.

Mr. WANG. Distinguished Members of the committee, I appreciate very much the opportunity to make written statement in the record. We are one of the few who have the only terminal surviving today in California. We are supporting strongly an open harbor channel deepening project which we are also situationed in a similar location.

[The statement follows:]

U.S. HOUSE OF REPRESENTATIVES
March 27, 1980.

Presented to: Subcommittee on Energy and Water Development Committee on Appropriations, Second Session, Ninety-Sixth Congress
Energy & Water Development Bill for fiscal year 1981

Supplemental statement of Mr. Peter Wang, President, Encinal Terminals, Alameda, California in support of the Oakland Inner Harbor Project

Due to the existing, active maritime activities of the 9th Avenue Terminals, Oakland as well as the Encinal Terminals, Alameda, and ongoing development planning at these sights; it is recommended that the Oakland Inner Harbor Project be defined to include the entirety of the channel up to the Government Island vicinity.

STATEMENT OF EMANUEL GORLAND

Mr. LANGNER. We have Emanuel Gorland, Executive Director, Solano County Economic Development Agency.

Mr. GORLAND. Mr. Chairman and Members of the committee, my name is Emanuel Gorland.

Thank you for the opportunity to present our recommendations on the navigation needs of our county and the Bay Area of which we are a part.

The economy of our county is partially dependent upon navigation. The largest port-oriented industrial part in Northern California is located at Benicia. The facility includes the privately operated Port of Benicia. Exxon Company. USA operates a modern 72,000 bbl. refinery in the industrial part. The Port is also a major import center of automobiles.

The crude oil supply of Exxon and five refineries in Contra Costa County across the channel comes largely by tanker. The total inbound and outbound tonnage for the areas between Richmond and Martinez is approximately 70 percent of the total shipping volume of San Francisco Bay and its tributaries.

The tonnage is largely crude oil or finished petroleum products. The deeper channel will permit the use of large tankers and will reduce the cost of transportation. We have an energy crisis, and as you know much of our energy is supplied by petroleum. Much of the petroleum processed here is Alaska crude.

Solano County has all the sizable land area left on ship channel in California either in the Benicia Industrial Park or the Collinsville Montezuma Hills area. Pacific Gas and Electric Company has received preliminary approval of a site adjacent to the Sacramento River for a $3 billion, 1.6 megawatt coal fired power plant. Other developments are contemplated in this area which could create many jobs and require ship support.

Last year California produced an estimated $10 billion of agricultural products, many of which were shipped down the Sacramento and San Joaquin River and distributed throughout the world. The world-wide demand for these agriculture products is increasing each year.

The improved channel will permit the use of modern bulk carriers up to 100,000 tons resulting in decreased costs in transporting the petroleum and farm products. It is therefore urgent that immediate progress be made in carrying forward the John F. Baldwin and Stockton Ship Channel project.

The Federal Government, and our State are imposing overly severe regulations upon maintenance dredging. While every effort must be made to improve and protect our environment, we believe that equal consideration must be given to the human elements, jobs and economic security for the family.

Water oriented industry considering locations on the improved ship channel will provide hundreds of jobs including employment opportunities for our minority citizens.

We fully support all California navigation studies, construction projects and operation and maintenance appropriations for California, proposed within the Corps of Engineers' capabilities for the fiscal year 1980–81.

Thank you for the opportunity to make this presentation.

Mr. FAZIO. Mr. Gorland is a constituent and he is here on behalf of the industrial interests of Solano County which I represent. I want to second all that he has had to say.

Mr. BEVILL. You have some very good support there.

Mr. LANGNER. We have the International Operating Engineers represented by John Brown.

STATEMENT OF JOHN BROWN

Mr. BROWN. Mr. Chairman and committee Members, our union, the Operating Engineers, supports strongly the funding of construction of the Stockton Ship Channel. We believe that it is not sensible to force ships to move to and from Stockton only partially loaded.

Deepening the channel would prevent these inefficient practices that contribute to inflation and waste our energy resources. This project will help all the working people in the area.

Mr. BEVILL. You covered a lot of territory in a short time.

STATEMENT OF ROBERT LANGNER

Mr. LANGNER. I would like to introduce Robert Jennings, Commissioner, Port of Hueneme, Oxnard Harbor District; Edward J. Millan, General Manager and Vice President C-MANC, Port of Hueneme; William L. Dick, Director of Community and Government Affairs.

Our past president has been before you. We have Mayor Val Gill, Mayor of San Leandro; Leo Riordan, City Manager, San Leandro; and Jack Maltester, Former Mayor, San Leandro; Rodney Lundin, President, Rodney Lundin & Associates; Michael Cheney, Consulting Engineer; Robert McLaughlin, Petaluma; and Ken Sampson, City of Costa Mesa, who is our treasurer and a very imporant man.

My prepared remarks have been submitted and we have submitted some material relative to the dynamics of California and its growth rates.

You will note in our prepared testimony we had a record of $45-plus billion of foreign trade last year with exports of 36 percent. We have a very, very high growth rate. It continues unabated, but the century of the Pacific seems to be upon us.

California has also had a very major role in logistics in terms of national security with most of the munitions and vital materials moving from California and our various campaigns and efforts in the Pacific and security bases.

We are also a very major oil refining and fuel transportation center. The mix of water transportation and their efficiencies need to be mentioned.

You are more than familiar with it than I. You maintain and improve those facilities in terms of the movement of energy and the security aspects which I impact on our industrial belt.

One of the witnesses mentioned the last remaining industrial land in California, access to navigation was along these channels, and it is vital to maintain our productivity and efficiency to move those cargoes.

We have attached a list which bears our full endorsement of our members of various projects which we think funding should be made or increased upon.

It is a pleasure to be with you. We hope we have not worn out our welcome and we will be back next year.

Mr. BEVILL. We do appreciate your fine presentation.

Your statement and the remaining statements will be inserted in the record at this point.

[The statements follow:]

CALIFORNIA
C-MANC Marine Affairs and Navigation Conference
ORGANIZED 1956
303 WORLD TRADE CENTER • SAN FRANCISCO, CALIFORNIA 94111 • TELEPHONE (415) 982-7788

March 27, 1980

PRESENTED TO: Subcommittee on Energy and Water Development
Committee on Appropriations
2nd Session, Ninety-Sixth Congress

STATEMENT OF: Robert H. Langner, Executive Director
California Marine Affairs and Navigation Conference

Mr. Chairman and Members of the Committee:

Today's appearance before you marks my 22nd consecutive annual testimony on behalf of this Conference, as the representative of California's deep draft ports, recreational harbors, beach erosion projects and related interests. A number of witnesses will appear during the time you've kindly allotted us, and as you requested, the majority will be merely introduced or present statements, with brief summations. With full appreciation of your priorities and time limitations, we seek to present brief, concise testimony as may be of assistance to you in your Committee responsibilities.

C-MANC fully supports the Corps of Engineers capabilities for the projects represented by our membership, a schedule of which is appended to my written testimony before you. This includes 15 navigational studies, 8 of which are not funded in the President's budget; 3 studies yet to be initiated, similarly lacking funds in the President's proposed budget, and a shoreline protection study which is included; 11 advance engineering, design and construction projects, 2 of which are without authorizations, and 27 operation and maintenance projects in the Golden State.

Before introducing my witnesses and sponsors of this undertaking, may I present a few highlights as has been our custom in appearing before you, concerning California, its status and role, and the relationship of these projects to our responsibilities to the nation?

Last year, California's world trade surged to a record $45.2 billion, with exports climbing 36% from the previous year, and imports up 16% from 1978. The dynamics of California are also and typically highlighted in our "Southern Department": Los Angeles is reported to be the 14th economic power in the world on a GNP basis. This impressive growth was not limited to California, but shared in by the entire U.S. Pacific Coast. A Security Pacific National Bank analysis showed that there was an almost 40% growth rate for exports through the nine Pacific Customs Districts, far out-pacing the Gulf and East Coasts. This totaled $76.4 billion of outbound shipments. Overall, total U.S. trade was up 23% last year.

Despite some adverse economic indicators and the long-prophesied slowing of the economy, projections for 1980 and beyond include continuing substantial growth in California. Population is expected to climb 1.7% in 1980 and 1.8% the following year, to a total of 23,246,000 inhabitants. Retail sales are expected to reach almost $100 billion this year. Export estimates are up, to $23 billion, 18.5% ahead of 1979, with imports slowing to a total of $27.4 billion, a 12% increase (and as with the rest of the nation, rapidly-escalating prices of imported petroleum are the chief reason for this substantial level).

With increasing awareness that we are part of an interdependent world economy - and especially in the instance of our increased dependence on oil imports and the impact this has had on our balance-of-payments deficit - more than ever before, our need to maintain and improve our water transportation system should be appreciated. Both our domestic waterways and our coastal and Great Lakes ports provide the most efficient, fuel-economical means of moving people and goods. U.S. sea ports last year alone handled almost two billion tons. According to the U.S. Maritime Administration, the port industry impacted in 1977 upon our economy to the tune of $56 billion of gross revenues, a $30 billion contribution to the GNP, personal income of almost $20 billion and business income of almost $8 billion, Federal taxes of almost $11 billion and State and local of $4 billion. Directly and indirectly also, well over a million jobs were involved.

Mankind has always known that movement by water is his birthright, with virtually every major city of the world sited by virtue of navigational access. More than 200 years ago, one of the earliest international economists, Adam Smith, opined that "by means of water carriage, a more extensive market is open to every sort of industry...so that industry of every kind begins to subdivide and improve itself."

The Pacific Basin continues to be the magnet increasingly attracting and generating the greater part of the growth of world commerce, especially when one excludes the last several years of "distortion" (in value of cargoes alone) produced by the OPEC pricing policy. A recent study by the U.S. Maritime Administration, for example, shows that for the most sophisticated of vessels, containerships, capacity in various trades (rated on a "TEUs" basis, or 20-ft. equivalent units) in the three most active U.S. trade routes is as follows:

Trade Route No.	Foreign Trade Route	TEU Capacity	% Total
29	U.S. Pacific, Hawaiian, Alaskan & Far East	470,460	36%
5-7-8-9-6-11	U.S., Atlantic, United Kingdom, Continental Europe, Scandinavia and Baltic	322,792	25%
12	U.S., Atlantic/Far East	155,535	12%
	Sub Total	948,787	73%
	All other routes	362,233	27%
	TOTAL	1,311,020	100%

In other words, in the field of shipping which U.S. practically invented and in which it is still dominant - containerization - two of the three leading trades, totaling 48% of our commerce, are with the Far East. (Further, four other trade route groupings, involving U.S.-Pacific shipping, aggregate an additional 11% of the total.)

Another study - commissioned by the U.S. Department of Transportation - recently revealed that shifting trade patterns due to intermodal movements and technological changes have also tended to accelerate Pacific Coast port activity and the world's most rapidly-developing market, the Far East. This shift, which exceeds in growth even the demographic changes and industry migration domestically to the West and South, is revealed in the following: In 1967, 37% of total U.S. trade was with Europe and only 30% with Asia generally. By 1979, this balance was reversed and the 12 years of change showed 30% of our trade now with Europe, while 37% is with Asia. Similarly, Pacific Coast ports' share of total U.S. trade within the same period grew from 16.2% to 23.4%. While we formerly handled one-third of Asian trade, by 1979, it swung to majority with 51% of gross movements transiting the Pacific Coast.

I suddenly realize that these typically sterile, dry statistics cannot really convey the full impact of such dynamic changes and growth factors. But certainly, the "Century of the Pacific" is here at hand and well underway. Noted is that the preceding really failed to transmit much of the impact of the rapidly-growing commerce between the U.S. and the Peoples Republic of China, which is moving ahead at a very satisfactory pace indeed, and which also emphasizes cargoes via Pacific Coast ports.

Responding and even anticipating with considerable wisdom these imperatives, our ports have generally reacted very well, with technology, leadership and capital. Hundreds and millions of dollars in new and improved facilities have been invested and continue to be despite major inhibitions and frustrations of red tape, environmental constraints which are often counter-productive, and other fetters on our capabilities and plans. Typically, a project might encounter need for 40 to 60 separate permits, involving dozens of agencies, local, state and Federal. Small wonder then, that major companies have deferred or aborted plans for capital-intensive, environmentally highly-acceptable and very cost-efficient plants adjacent to our waterways, after bitter experience or anticipating unacceptable delays and cost escalations. These painful constraints, however, are not of this Committee's doing, but are often the result of other actions by the Congress and reactions by the several states to well-intended legislation.

Thus, in the face of the restrictions and limits proposed by President Carter to counter the most insidious debaser of our economy, and hence, our security and general welfare - inflation, we urge that water transportation in particular not continue to suffer decreasing proportioned funding and priorities.

Our ports and waterway system offer indisputably the most energy-efficient means of transportation. No objective report nor logical analysis has ever purported otherwise. To move something or someone from here-to-there by means of water is almost always the least demanding of energy. It may not be the fastest, but in the long run it almost certainly costs less. And with transportation the largest single cost of production, our industrial growth and productivity demand it to be efficient.

Our very security is also inexorably intertwined with our capacity to move and deliver men and materiel by water. Certainly, despite a generation of belief that ocean shipping is becoming obsolete in terms of a presence and force capability behind our policies, and that mobility by air was the new champion, we have suddenly come to realize that it is not the case. Certainly the inability so painfully revealed following the Soviet major intrusion into Afghanistan pinpointed our incapacity to move our otherwise rapid deployment forces into that area as a back-up to the "Carter Doctrine". We are now approaching a traumatic "window", as I understand the geopoliticians term it, when Soviet capabilities in many respects exceed ours and we are no longer unchallenged in maintaining sea routes and military presence. There are sudden, new emphasis and reactions to awareness, including resurrection of fast, modern sealift capabilities. And while reactivating a Maritime Administration-held vessel, to put it in shape for Rapid Deployment, may take only a few weeks - at most several months - the full response demanded of seaports themselves and their connecting waterways must be taken into account. We cannot overcome creeping neglect of our navigational capabilities only in a shipyard with commissioning a vessel rehabilitation job. The careful, methodical, efficient and conscientious studies, recommendations, engineering and improvements, as well as maintenance of our harbors and waterways through the Corps of Engineers and Congressional understanding and appreciation, have faltered in recent years. We have not allocated adequate resources commensurate with the growth rates given above, to match accelerating technological changes and sheer volume demands. This is a Federal responsibility which had been too easily of late downgraded by a series of Executive preoccupations over the years, with which Congress has had to contend with and often acquiesce to.

We come now to our specific recommendations, and proponents who are here will speak on their behalf. One of the major of these concerns the commerce through the Golden Gate, to serve what is a pleasure to note is "the world's largest natural harbor", and its connecting inland deep draft waterway system. The largest body of remaining industrial land adjacent to navigation in California is contiguous to this channel deepening project. Also relating to San Francisco Bay is the authorized survey of the shoreline, now in the reconnaissance phase, to examine tidal flooding problems involving six continuous counties, as well as homes, businesses and industries, military installations and other water-related facilities, subject to hazardous inundation from the Bay. This is a very typical need for Federal leadership, since local agencies are simply not capable of addressing the problem. $350,000 to continue this study

is requested funded.

Funds are also sought for yet-to-be initiated studies including at Santa Cruz Harbor, Redondo Beach (King Harbor) and West Newport Beach Harbor, as well as the City of Alameda shoreline protection study.

For presentation to you now there are a number of persons to be supportive of other projects, but these generally tend to be deep draft and commercial facilities. And since they are seldom actually represented, a word on behalf of recreational boating and related facilities. Those projects in part involve the most popular of all forms of recreation, those dealing with water. California, with its generally salubrious climate, has seen a growth in boating population which almost matches that of its world trade, and excluding inflationary factors, probably exceeds it. By 1958, there were approximately 200,000 registered boats in the State; now, there are over 550,000 or a 175% increase. The State has responded well to these needs, spending during the period $112 million - averaging $5.3 million annually - on small craft harbor planning and construction loans, launching ramp grants and similar capital outlays with facilities in state parks and on reservoirs. Major amounts of private capital are also going into such facilities. Certain of these projects, however, are Federally authorized, and require improvements, as well as regular maintenance funding. And with the great natural harbor access by the Golden Gate, California also has one of the great man-made port complexes of the world in Los Angeles-Long Beach harbors, as well as some of the most treacherous and inhospitable coastline for small craft, particularly in the Northern portion. Harbors-of-refuge are sorely lacking, and neither the Federal government nor State in decades of hesitation and neglect have come forward with a viable proposal of how to construct them. Criteria and procedures for evaluating the economic benefits of such isolated, non-revenue-producing and often very costly facilities which "only save lives" seem to be beyond our capabilities of humane response.

Here, then, are our witnesses on behalf of these projects. In closing, may I warmly thank the leadership and membership of this Committee, as well as the cooperation shown by your staff, in assuring this continuity of representation before you by C-MANC. We have come to you for more than a generation, in growing numbers, concerns and recommendations. It is hoped that we have not worn out our welcome!

* * *

CALIFORNIA
Marine Affairs and Navigation Conference
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CALIFORNIA
ACTIVE NAVIGATION AND BEACH EROSION STUDIES
IN PROGRESS OR NOT STARTED
(Amount in Thousands)

Attachment to Testimony
Robert H. Langner
Executive Director
March 27, 1980

Study	Total Cost C of E	Allocation Thru 30 Sep 79	FY 1980 Allocation	Balance to Complete	President's Budget FY 1981	Capability FY 1981	Purpose
			NAVIGATION IN PROGRESS				
Bolinas Lagoon	870	130	55	685	0	115	Continue Survey
Coast of Northern California Harbors for Light Draft Vessels	1,175	701	70	404	0	140	Continue Survey
Crescent City Harbor	660	0	85	575	220	220	Continue Survey
Humboldt Harbor and Bay	1,260	336	175	749	0	375	Continue Survey
Los Angeles-Long Beach Harbors	6,151	5,896	130	125	125	125	Complete Survey
Morro Bay Harbor	340	154	0	186	75	75	Continue Survey
North Coast of Los Angeles County	490	165	0	325	0	80	Continue Survey
Oakland Inner Harbor	420	0	100	320	200	200	Continue Survey
Oceanside Harbor	660	485	95	80	0	80	Complete Survey
San Francisco Bay Area (In Depth)	2,495	1,971	280	244	110	110	Continue Survey
San Francisco Bay Shoreline	1,465	110	190	1,165	0	350	Continue Survey
San Francisco Harbor and Bay, Collection and Disposal of Floating Debris	375	92	0	283	0	130	Continue Survey
San Leandro Bay	600	50	0	550	0	150	Continue Survey
San Pedro Ports	1,070	185	320	565	200	325	Continue Survey
Sunset Harbor	830	325	60	445	100	100	Continue Survey
			NOT STARTED				
Santa Cruz Harbor	90	0	0	90	0	90	Initiate and Complete Survey
Redondo Beach Harbor (King Harbor)	175	0	0	175	0	65	Initiate Survey
West Newport Beach Harbor	320	0	0	0	0	65	Initiate Survey
			SHORELINE PROTECTION IN PROGRESS				
City of Alameda Shoreline	250	100	95	55	55	55	Complete Survey

CALIFORNIA
ADVANCE ENGINEERING AND DESIGN AND CONSTRUCTION
PROJECTS UNDER CONSIDERATION BY CHANC FOR
FY 1981 RECOMMENDATION

Project		Total Cost C of E	Allocation Thru 30 Sep 79	FY 1980 Allocation	Balance to Complete	President's Budget FY 1981	Capability FY 1981	Purpose	Complete Planning	Complete Construction
Bodega Bay, CA (Preconstr Plng)	(N)	2,800 (470)	(325)	(106)	(39)	(0)	(0)	Planning will continue with available funds	FY 82	FY 84
Crescent City Harbor, CA	(N)	10,400 1/	1,358	120	8,922	200	200	Initiate Construction		FY 83
Fisherman's Wharf, CA Not Authorized (Preconstr Plng)	(N)	10,200 (620)	(0)	(200) 2/	420	(0)	(200) 2/	Initiate Preconstruction Planning when authorized	Indef	Indef
Imperial Beach, CA	(BE)	1,890 1/	628	0	1,262	1,262	1,262	Complete Construction		Sep 81
Los Angeles and Long Beach Harbors, CA	(N)	28,000 1/	780	3,500	23,720	9,510	14,500	Continue Construction, advance completion five months.		Feb 83
Noyo River and Harbor, CA (Preconstr Plng)	(N)	9,630 (975)	(280)	(240)	(455)	(160)	(160)	Continue Preconstruction Planning	FY 84	FY 87
Oakland Outer Harbor, CA Not Authorized (Preconstr Plng)	(N)	26,540 (420)	(0)	(0)	(420)	(0)	(0)	Initiate Preconstruction Planning	Indef	Indef
Sacramento Ship Channel (Preconstr Plng)	(N)	55,650	(0)	(0)	(55,650)	(0)	(400)	Initiate Preconstruction Planning	Indef	Indef
San Diego River and Mission Bay, CA	(N&FC)	18,300 1/	11,065	220	7,015	250	250	Continue Construction		Sept. 83
San Francisco Bay to Stockton, CA (John F. Baldwin and Stockton Ship Channels)	(N)	199,000 1/	7,974	460	190,566	250	1,600	Continue Construction, complete Design Memorandum, Environmental Impact Statement, and initiate plans and specifications for West Richmond Channel		Sep 90
Santa Cruz Harbor, CA	(N)	2,760	1,852	0	908	0	0	No additional requirement pending clear evidence that acquisition of a dredge as a sand bypassing plant is justified.		Indef

1/ Cost estimate includes an allowance for inflation through the construction period.

2/ Appropriated not allocated pending authorization.

OPERATION AND MAINTENANCE
PROJECTS UNDER CONSIDERATION BY CNABC FOR
FY 1981 RECOMMENDATION
(Amounts in $1,000)

Project	Actual Obligations FY 1979	Estimated Obligations FY 1980	FY 1981 Budget	FY 1981 Capability	Use of Additional Funds
Channel Islands Harbor	586	964	235	235	
Crescent City Harbor	49	630	1,632	1,632	
Humboldt Harbor and Bay	1,112	969	1,505	1,505	
Los Angeles and Long Beach Harbors	26	702	1,088	1,088	
Los Angeles - Long Beach Harbor Model	70	360	82	365	Conduct model tests at Federal expense that consistent with Corps policy would normally be paid for by local interests.
Morro Bay Harbor	49	1,402	649	649	
Moss Landing Harbor	12	80	479	479	
Newport Bay Harbor	35	0	327	327	
Noyo River and Harbor	405	340	380	380	
Oakland Harbor	779	886	1,070	1,070	
Oceanside Harbor	10	1	650	650	
Redondo Beach Harbor (King Harbor)	0	0	0	250	Breakwater repair.
Redwood City Harbor	0	20	1,635	1,635	
Richmond Harbor	817	642	740	740	
Sacramento River	368	1,136	2,706	3,106	Snagging and clearing shallow draft channel, and stone protection deep water ship channel.
San Diego Harbor	900	0	540	540	
San Diego River & Mission Bay	541	0	0	100	
San Francisco Bay - Delta Model Structure	2,621	1,458	451	451	
San Francisco Bay Debris Removal	1,254	1,035	1,198	1,198	
San Francisco Harbor	830	1,126	1,437	1,437	
San Joaquin River	296	100	108	108	
San Pablo Bay and Mare Island Strait	857	1,435	1,611	1,611	
Santa Barbara Harbor	117	400	541	541	
Santa Cruz Harbor	450	590	675	675	
Suisun Bay Channel	194	240	267	267	
Suisun Channel	0	0	51	51	
Ventura Harbor	1,198	431	534	534	

COUNTY OF LOS ANGELES / DEPARTMENT OF SMALL CRAFT HARBORS
Administration Building, Fiji Way, Marina del Rey, California 90291 / 823-4571 /870-6782

VICTOR ADORIAN
Director

March 24, 1980

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
2305 Rayburn House Office Building
Washington, D.C. 20516

Dear Chairman Bevill:

SUBJECT: NORTH COAST OF LOS ANGELES COUNTY
NAVIGATIONAL SURVEY AND STUDY

The Board of Supervisors of the County of Los Angeles adopted resolutions on March 13, 1979 and on March 4, 1980, requesting the Congress of the United States to reactivate a federal survey in California, encompassing the north coastline of Los Angeles County, with the objective of determining feasible sites for the construction of small craft and/or launching recovery facilities.

We request that the Congress authorize funding for the full $80,000 capability of the Corps of Engineers to conduct a priority feasibility study in F.Y. 1981. Regrettably, no funding has been provided in the President's budget document.

Following completion of the Marina del Rey Harbor, a joint federal/county project, the Congress authorized the $470,000 north coast survey in F.Y. 1968, together with an initial federal appropriation of $5,000 in the Corps of Engineers' budget, pursuant to the provisions of Public Law 14, 79th Congress, approved March 2, 1945. Since 1968 federal appropriations have totaled $165,000, which amount was expended by the Corps to survey a number of locations between the Malibu and the Marina del Rey, as shown on the enclosed maps.

With the elimination of a number of potentially feasible sites, and greatly

accelerated public pressures for additional berthing, the County has initiated studies for the possible expansion of berthing capacity within the Marina del Rey Harbor itself, and into a privately owned land tract immediately adjacent to the harbor. There are a number of factors as described herein which require immediate consideration and which place a high priority on the requested appropriation.

Urgent Planning Requirements in the Marina del Rey Region

The 800 acre Marina del Rey is the largest small craft harbor facility in the world housing some 6000 boats in the water and an additional 700 boats in dry storage. The main channel is under the jurisdiction of the federal government, and provides a potential opportunity to increase berthing by several hundred slips. More importantly, there is an adjacent unimproved privately owned land tract exceeding 900 acres of which some 140 acres should be surveyed to determine feasibility for additional berthing. The property owner has announced an intent to develop the property at the earliest possible date.

Pursuant to the general requirements of the Federal Coastal Zone Management Act of 1972 and the specific requirements of the California Coastal Act of 1976 it is incumbent upon the County of Los Angeles to prepare a regional development plan for this 1700 acre area by December 31, 1980. Preliminary planning studies have been initiated, and must incorporate the stringent requirements of federal and state coastal zone legislation. This effort is complicated by the existence of a wetland within the 900 acre tract and other environmental considerations. All environmental requirements are in process of being addressed; and must be fully identified within the regional development plan.

The federal Fish and Wildlife Service has completed a wetlands inventory of the 900 acre tract. The Corps of Engineers is currently conducting a wetlands survey requested by the Environmental Protection Agency which is scheduled for completion in July 1980. If the 140 acre area meets the necessary environmental requirements it may well provide the last possibly feasible site for additional boating facilities within the 75 mile coast of Los Angeles County.

It is imperative for continuation of the federal navigational survey in F.Y. 1981, by which time all environmental considerations and requirements will be identified. Otherwise, the County may well be precluded

from consideration of additional public boating facilities within the adjoining unimproved tract.

Public Demand for Boating Recreation

Since the north coast study was initiated in 1968 the number of registered vessels owned by citizens of Los Angeles County has grown from 80,000 to 100,000, or 20% of the total state fleet of small craft. During this period of dramatic increase in small boat ownership there has been virtually no increase in berthing facilities in Los Angeles County for the sea going fleet. Modest increases in berthing in adjacent counties were quickly absorbed by growing local fleets.

All small craft harbors and marinas in Southern California, between Santa Barbara and the Mexican border are at 100% occupancy. The time required to obtain a berth ranges from one to eight years. In Los Angeles County alone there is a demand for 10,000 berths in excess of the 14,500 currently provided. In Southern California the shortage approximates 18,000 berths, according to statistics developed by the California State Department of Boating and Waterways.

Impact of Inadequate Berthing Facilities

It is essential to recognize that the seven million citizens of Los Angeles County require recreational outlets. It is equally essential to recognize the economic impact of berthing shortages upon the boating industry, inflationary berth rental prices, employment, and tax revenues.

The economic outlook for boat owners and for the boating industry is bleak. In some Southern California locations berth rental rates have increased as much as 60% in a year. Rents in most locations are increasing at rates far in excess of any applicable inflationary governmental price indices. Because of these cost increases many boat owners are forced out of recreational boating and suffer economic losses associated with forced boat sales.

The local boating industry is caught in a tight squeeze between increasing costs and rapidly deteriorating demand. Numerous small firms and substantial numbers of boat brokers and salesmen have necessarily abandoned the industry. Inevitably, the cost to the public in reduced business activity and unemployment is great.

Public Support and Economic Feasibility

The possible addition of small boating facilities and related business activities within the main channel of the Marina del Rey and in the adjacent unimprovered tract has the strong endorsement of business and community groups and organized boating clubs and associations. The need for additional facilities is clearly established. The positive impact of the boating facility and community upon the citizenry and economy of the region is great.

The success of the Marina del Rey Project provides the best justification to the Congress for inclusion of the $80,000 required to proceed with the feasibility survey in F.Y. 1981. Some $4.6 million was expended by the federal government since Project authorization in 1954. This expenditure has been matched by $19 million in state and county funds and a $175 million investment by private industry to provide the great variety of public facilities available in the Project area. In addition to the 6700 boat berths mentioned there are 6300 housing units and a multiplicity of business activities. More than 300 business entities provide 8000 jobs and generate business revenues exceeding $150 million annually which, in turn, provide very substantial tax revenues to federal, state and local jurisdictions.

Apart from the public recreational benefits provided the $4.6 million invested by the federal government has resulted in the creation of jobs and wealth which, in turn, have contributed substantially to the coffers of federal, state and municipal jurisdictions. It is probable that the annual return to the federal treasury alone greatly exceeds the initial investment.

The presence of currently unimproved acreage in the vicinity of Marina del Rey may provide a site for boating facility development at a time when prospective sites have disappeared at an alarming rate. This situation may, in fact, constitute a last-time opportunity to provide additional water and boating development in the County. Your timely consideration is greatly appreciated. The County of Los Angeles stands ready to provide any additional data required.

Very truly yours,

Victor Adorian

Victor Adorian
Director

SESPE, SANTA PAULA AND CALLEGUAS CREEKS FLOOD CONTROL PROJECTS, CALIF.

WITNESS

HON. BARRY M. GOLDWATER, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. The hearing will come to order. Mr. Goldwater, we are happy to have you today and you may proceed as you wish.

STATEMENT OF CONGRESSMAN GOLDWATER OF CALIFORNIA

Mr. GOLDWATER. Mr. Chairman. I appreciate this opportunity to appear before your subcommittee today.

The subject of today's hearings. Fiscal Year 1981 Army Corps of Engineers appropriations, is particularly important to me because of the impact three pending Corps projects have on the lives, safety and economic well-being of some of my constituents in the Twentieth District of California.

These projects are the Sespe, Santa Paula and Calleguas Creeks flood control projects.

My district, particularly Ventura County, has long been at the apex of the State's infamous "feast or famine" water problems. In January and February of 1969 the county was visited by two major floods; the cost of the resulting damage was $48 million.

Other presidentially-declared flood disasters occurred in 1962, 1965, 1970, 1973, and 1978. All of those were within the populated southern portion of Ventura County.

Most recently, flooding along the Calleguas Creek during this winter's rainy season forced evacuation of 3,000 people from their homes and cost in excess of $50 million. Beyond that, experts at the Point Mugu Naval Missile Test Center, located at the mouth of the Creek, estimate that an additional six inches of water would have cost the government untold millions in the loss of sophisticated weapons systems and equipment.

A substantial number of flood control projects have been successfully completed in the District by the combined efforts of local government agencies and the U.S. Army Corps of Engineers. The three projects I am particularly concerned about have long been the subjects of ongoing studies by the Corps; all are in varying stages of completion. The Sespe Creek feasibility, environmental impact and design work is complete and indicates that a levee and floodgates along a two-mile stretch outside the city of Fillmore would furnish adequate control and protection. This specific project was identified and authorized in 1948 as part of a larger watershed flood control project. The cost to the Corps would be $3 million. In order to ensure completion of the construction I would like to see the Sespe Creek project defined as a line item in the Corps' FY 1981 budget rather than chance its being funded out of the "Small Projects" blanket appropriation as has been customary in years' past.

Santa Paula Creek project was also authorized in 1948; a court injunction in 1974 resulting from a complaint filed by local environmental action groups halted construction on the channelization of the creek at that time. The $250,000 now included as a line item in the Corps budget would complete the environmental impact statement so that the construction could in turn be completed. The Calleguas Creek watershed study, authorized in 1965 and completed in 1974, indicated that although the upper watershed area project was economically feasible the lower area was not, based on a cost-benefit ratio. The lower watershed project was placed on "inactive" status. At that time the Corps felt that the chances of a flood of major proportions occurring in that area were one in a hundred. As I mentioned earlier, the disastrous floods of last February proved the miscalculation. An appropriation of $400,000 for FY 1981 would reactivate the study. In light of the major loss of property and the threat to the lives and well-being of my constituents I feel that this is a pressing necessity.

Again I want to thank my distinguished colleagues for allowing me to share these concerns with the subcommittee.

I hope that you agree with me that the wasteful cycle of flooding and rebuilding, completely aside from the potential loss of human life, deserves the continued funding of these three projects. Sespe, Santa Paula and Calleguas Creeks have been hanging fire for a combined total of 79 years. I would like to be able to get on with solving these problems.

Thank you.

Mr. BEVILL. Thank you very much.

NOVA LASER FUSION PROJECT AND SAN LEANDRO PROJECT, CALIFORNIA

WITNESS

HON. FORTNEY H. (PETE) STARK, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. Congressman Stark, we are pleased to have you with us. You may proceed as you wish.

STATEMENT OF CONGRESSMAN STARK OF CALIFORNIA

Mr. STARK. I would like to testify on two matters that run from the extreme of importance for yours and my grandchildren in the next several decades and touch on the very vital issue of energy, to an equally important but parochial matter concerning my district and some of the surrounding districts in the Bay area. Because of the awesome responsibility that you gentlemen on this committee have I find myself testifying on two such diverse projects.

I have submitted detailed testimony for the record, and in the interest of your time I would like to summarize for you today and answer any questions that I can.

[The statement follows:]

TESTIMONY OF THE HONORABLE FORTNEY H. (PETE) STARK, JR.

Mr. Chairman and Members of the Committee, I am here to testify in support of the NOVA laser fusion project currently under construction at the Lawrence Livermore Laboratory.

Construction of the NOVA laser will greatly advance our nation's inertial confinement fusion program and bring us closer to our ultimate goal of abundant and environmentally safe fusion energy. With proper support from Congress and the American people, scientists estimate that a fusion power demonstration plant could be in operation in the late 1990's—just when our need for alternative energy sources is likely to be most critical.

At present, we don't know whether magnetic or inertial confinement fusion like NOVA will be the optimal technology for commercial fusion reactors. It is shortsighted not to encourage a broadly based scientific and technological effort which advances both the magnetic and the inertial confinement approaches. NOVA, the lead research tool of the inertial confinement programs, will help ensure our success and provide vital information on the best inertial confinement "DRIVER" (beam type) for future test facilities and prototype reactors.

The NOVA project is currently on schedule and within budget. A $48 million appropriation for construction was expected in Fiscal Year 1981.

Unfortunately, the Administration has not seen fit to support this important project.

Proposed budget cuts will eliminate all funding for NOVA construction in 1981.

Proponents of the cutback have cited two reasons. The first is to save money. The second is to slow down NOVA so that construction does not outpace the prject's research and technology bases. Both reasons are unfounded.

This drastic cutback will delay the project for 1½ years and increase its cost by $20 million—hardly a good return on a temporary savings of $48 million. Moreover, at a time when dependence of foreign oil is wrecking havoc on our economy, it is incredibly short-sighted to slow down one of our most promising hopes for energy independence.

Fusion experts have carefully considered the scientific and technological balance of the NOVA program. DOE already delayed to second phase of NOVA to ensure that basic research and technological bases progress at the same rate.

The Administration's abrupt cutback would be justified if a major technical flaw was discovered or if there had been a major shift in the fusion energy program priorities. Neither is the case. On the contrary, fusion experts and independent review groups agree that NOVA remains a vital and necessary part of our efforts to produce controlled fusion energy.

A slowdown in the NOVA project will jeopardize our fusion energy program and could ultimately affect our ability to solve our nation's energy programs. I urge you to restore full funding for NOVA.

Mr. Chairman, H.R. 4788, the Water Resources Development Act authorizes a $350,000 project for dredging and dredge disposal near the city of San Leandro marina.

While this project has great merit, the Senate has failed to act on its version of the legislation. Should the Senate pass the bill in the near future and the President signs it, I would like this committee to consider including $75,000 in this fiscal year's appropriations to begin the harbor dredging.

Another matter I would like to discuss concerns the authorized study of the San Leandro Bay, a $600,000 project for which $50,000 was appropriated in FY 1979. The last fiscal year's appropriations bill, however, failed to include any monies to continue this important project, which would provide flood control, wildlife management and recreation benefits to the East Bay area.

This year, the Corps of Engineers has identified a capability of $150,000 for the San Leandro Bay study. With the East Bay population expanding at a rapid rate, each pasing year increases the work necessary to restore the ecological balance to the endangered bay.

This project has broad community support and no opposition surfaced during the corps' public hearings.

While we are all concerned about the state condition of the federal budget and the benefits to be gained by balancing it, I would urge you to allow this already begun project to resume in this fiscal year. The cost of its completion will only rise the longer we delay.

LAWRENCE LIVERMORE LABORATORY

Mr. STARK. My first concern deals with the Lawrence Livermore Laboratory in Livermore, California, which is, as I am sure you know, one of the unique and outstanding scientific resources of the world.

On the one hand, while some of us may not like weapons work, it is important for our national security. In this laboratory there is also a great deal of scientific talent and research that has been dealing with energy problems, and one of the leading sources for the future is fusion reactors.

Fusion reactors could address the problems that so many people object to today, the problems of safety, adequate fuel, and the problems of nuclear waste.

There is a real question about how soon we will have fusion power available. As we were thinking about developing the nuclear weapons in World War II, we knew it was worth the concerted effort to see if we could end a war earlier.

Originally we envisioned $48 million in construction for a project called NOVA, which is a critical project in the development of fusion power.

DOE cut that back to $25 million and recently it has been all cut out.

I am asking not for a small project but I am asking that this committee seriously consider restoring $48 million for fusion research construction. I am sure we are not going to see one bit of reaction in terms of gasoline prices or lower utility costs. I am not sure it is going to have any effect on inflation, but I am sure that the decisions that your committee makes, Mr. Chairman, will affect the course of the energy destiny of this country for the rest of this century, and I would submit that while we may have a lot of projects that we have to pick and choose from to risk our country's energy future by cutting this resource would be a tragic cut.

I am sensitive to the fact that there is all too few funds for all of the projects that we all have

Congressman George Miller of the adjoining district has allowed me to suggest that he join me in this request and he was not able to be here at this time.

Mr. STARK. I would now like to put on my other hat.

Mr. BURGENER. Could I interrupt a moment?

Thank you, Pete, for an excellent statement on fusion.

This committee, under Mr. Bevill's leadership, does invest in the future and in long-range energy projects.

Fusion is indeed one of the most promising. We have down in our district magnetic fusion You have laser fusion and I think that is a very healthy competition, very healthy. At Princeton and other places, they are working on it as well.

We can't put all of our dollars into today's basket. This one is of tremendous importance to our future.

Mr. STARK. I would submit, and it is so long ago I don't care to remember, my first duty in the Air Force was working on the missile guidance. We were doing inertial guidance missiles and they were thinking they might do a missile with stellar guidance, taking readings on the stars, and that internal competition probably led us to

catching up with the Russians, even though ultimately we had to discard one.

I would urge you to continue funding magnetic fusion. Until we get to the point we decide which will be more efficient for our country I don't think we will waste money under any circumstances.

We may decide that one course is better than another, and then I would urge you equally to abandon the one which proves less useful, but at this stage of the game I think it is urgent that we increase our funding too, as long as it will shorten the time span.

If it will shorten the times that we can find out which is the better commercial application, I think we would be better off.

Mr. BEVILL. Now, Pete, Chairman Mel Price who has also supported the program in the past has let us know that he is very much in favor of this program. So we hope that we can come up with some solution.

Mr. STARK. I hope so.

It transcends my district and Congressman Burgeners', I know.

SAN LEANDRO PROJECT

But getting back to my district, I have a matter of such utmost importance that I have here in the audience today who came at the last minute to be here, the Mayor of San Leandro, Mr. Val Gill, and his predecessor, the Former Mayor Mr. Jack Maltester, who I know has testified before this committee in the past.

We have Congressman George Miller right behind me.

I have submitted detailed testimony on a dredging project near the City of San Leandro and there is $75,000 in this fiscal year's appropriation to begin the harbor dredging.

It was $50,000 for a study of the San Leandro Bay appropriated in 1979, but it slipped between the cracks, as it were, and the Corps of Engineers has identified a capability of $150,000 for the San Leandro Bay study.

We are concerned about that, and that bay is one of the highly rapidly polluting areas. Those are projects which touch the City of San Leandro which happens to be the incorporated entity which touches on it but that area is surrounded by my district, Congressman Miller's District, and our friends, the two Congressmen Burton's are just across the bay.

I hope your staff can see faith to include those projects in this year's appropriation.

I noted as I look over my usually excellent voting record, I supported the appropriation last year on the Floor, and I intend to do that again whichever way the cookie crumbles.

I know you gentlemen will be as fair as you can with us, as you have in the past, and I want to welcome my colleague.

Mr. BEVILL. We hope we can work with you and with Congressman Miller.

SAN FRANCISCO-STOCKTON SHIP CHANNEL, CALIFORNIA

WITNESS

HON. GEORGE MILLER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. You may proceed, Congressman Miller.

STATEMENT OF CONGRESSMAN MILLER OF CALIFORNIA

Mr. MILLER. I would like to take a minute to support what Congressman Stark has already said on the NOVA fusion project, at Lawrence Livermore, which I think is terribly essential to our energy concerns in this country. I would also like to leave with you a statement in support of the dredging of San Francisco-Stockton Deep Water Channel. Over the past years, I have withheld my support for this project because of environmental concern. But studies have apparently now been completed and all of the major agencies agree that the salt water intrusion the we were concerned about can be mitigated.

The district I represent is a major refining area for the West Coast. We have a problem with access to Alaskan and Indonesian crude, and also the importation and exporting of other products. I would hope that the committee would continue its support for that effort which is now endorsed by most interests, including Congressman Bizz Johnson who started the project some years ago.

Thank you.

[The statement follows:]

TESTIMONY OF HON. GEORGE MILLER

Chairman Bevill and members of the subcommittee, I am here today to support the appropriations sought by Representatives of Contra Costa County for essential projects in the district which I represent.

The spokesmen for the local areas are here today—supervisor Tom Powers, development association manager Paul Hughey, and fort director captain Tom Eddy. I will permit them to address many of the specific benefits of these projects.

I do want to stress the importance of several of these projects, not only to Contra Costa and California, but to the nation as a whole.

The San Francisco to Stockton Ship Channel, which includes the critical expansion of the Richmond Harbor, has won the approval of State and local agencies which had originally held strong reservations about potential environmental impacts from the deepening of the channel, with this unanimous local support, and the necessary commitment of local funds to match federal appropriations, this project can proceed.

A deepened channel will facillitate the transportation of oil to and from the many refineries situated in my district, which is one of the major refining districts in the West. Several of these refineries are making costly alterations in order to increase their capacity to process higher sulpher crude from domestic reserves. The ship channel will provide, therefore, an essential transportation link to expedite domestic fuel production, and it is necessary that this project proceel expeditiously.

In line with growing concern about our defense readiness, it should be pointed out that the channel will increase logistical capabilities of the concord naval weapons station and Mare Island. The Concord Station is one of the key supply facilities for the Pacific, and it is critical that ship transport to and from that facility be as modern as possible.

For these reasons, I believe that you should provide funds to initiate construction, as well as complete planning, for this channel project.

I also want to direct your attention to the $175,000 request for funds to complete the E.I.S. on the Sacramento-San Joaquin Delta. The Delta plays a key role in the operation and management of the Federal Central Valley Project, as well as being an irreplaceable natural resource.

The frailty of the Delta was demonstrated in January and February, when massive floods fractured several of the levees in the Delta which protect agricultural lands and the operability of the State and Federal water projects. Millions of Federal dollars must now be spent to resurrect these levees.

The corps studies will focus on the future actions which are essential to the preservation of the Delta and especially the levee system. State and Federal officials are in agreement that coordinated effort will be needed to develop a long-term plan for levee reconstruction and maintenance. The recent floods show that we cannot delay those studies without risking not only valuable lands, but billions of dollars in Federal investment in California water projects.

With those points, I want to yield to county spokesmen and urge you to give the strongest consideration to their presentation. As ever, I appreciate having the opportunity to appear briefly before you today.

Statement of Congressman John Burton of California

Mr. Bevill. We have a statement from our good friend and colleague, Congressman John Burton, of California, that will be inserted in the record at this point.

[The statement follows:]

JOHN L. BURTON
5TH DISTRICT, CALIFORNIA

COMMITTEE ON GOVERNMENT OPERATIONS
COMMITTEE ON HOUSE ADMINISTRATION
SELECT COMMITTEE ON AGING
SELECT COMMITTEE ON CONGRESSIONAL OPERATIONS
CHAIRMAN, SUBCOMMITTEE ON GOVERNMENT ACTIVITIES AND TRANSPORTATION

Congress of the United States
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March 28, 1980

STATEMENT FOR THE RECORD
BY HONORABLE JOHN L. BURTON
TO APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND
WATER DEVELOPMENT

Chairman Bevill and Members of the Subcommittee, I appreciate this opportunity to submit my request for Fiscal Year 1981 Public Works Appropriations to continue work on two Corps of Engineers' projects in the 5th Congressional District of California.

BOLINAS LAGOON STUDY

The Administration's budget for fy 81 does not include funds for the Bolinas Lagoon Study. I would like to request an appropration of $115,000 for fy 81 for the continuation of this study by the Corps of Engineers. This amount is their capability for the upcoming year.

The Lagoon is a tidal lagoon that has been filling in with sediment. Local interests have expressed a strong desire to maintain the lagoon as a valuable recreational and environmental resource rather than allow the natural processes to accelerate its conversion into a marshy meadow.

The importance of this Lagoon stems from its contributions to the area as a physical and biological feature as well as a recreational resource to Marin County, the metropolitan San Francisco area and the adjacent Golden Gate National Recreation Area.

60-588 O - 80 - 50 (pt. 10)

In 1975, Congress authorized the Corps to conduct an in-depth study of Bolinas Lagoon to determine whether modifications of the lagoon, such as rehabilitative dredging, would be desirable to protect this watershed.

It is the Corps' opinion and that of many expert observers that a proper study and careful management of the Bolinas Lagoon offers "a nationally significant opportunity to achieve, and thereby demonstrate the typeof ecologically sensitive management of land and water to meet human and biological needs without destroying the environmental quality."

Thus, when we look at the Bolinas Lagoon study, we are also talking about a national model or demonstration project in environmental conservation.

Your Subcommittee has seen fit to invest a good deal of public funds in this study. First year funding in FY 78 included $80,000. Subsequently, an additional $55,000 was appropriated last year out of $110,00 requested.

I am requesting that $115,000 be provided in the FY 81 Public Works appropriations to continue sediment studies, biological studies and coordination with the local citzenry.

CORTE MADERA FLOOD CONTROL PROJECT

No funds were included in the Administration's proposed budget for the completion of the Corte Madera Flood Control Project. The capability for FY 81 for the Corps is $650,000 and I would like to request that this funding be made available if at all possible.

The Corte Madera Flood Control Project is near completion and only the last phase remains to be done. This

last portion, as now proposed, would consist of wing walls to funnel flood waters into the existing concrete channel, raising the Lagunitas Bridge several feet and floodproofing a number of residences along the flood portion of the creek. This design change is being authorized by H. R. 4788.

The history of this project is not without some controversy and it is to the credit of the local citizenry and the Corps of Engineers that a suitable plan has been forwarded which is satisfactory to all parties. Considering the investment of time and effort as well as public dollars in the existing three-fourths of the project, it would be very desirable to pave the way for the completion of this project now.

Pending passage of H. R. 4788, I respectfully request that your Subcommittee approve an appropriation of $650,000 for the Corps of Engineers to renew its work on the last phase of this flood control project during FY 81.

STATEMENT OF CONGRESSMAN MATSUI OF CALIFORNIA

Mr. BEVILL. We also have a statement from our good friend, Congressman Matsui, that will appear in the record at this point.

[The statement follows:]

STATEMENT BY HONORABLE ROBERT T. MATSUI

I wish to add my support to the views expressed today by Mr. Melvin Shore, Director of the Port of Sacramento. Mr. Shore seeks a $400,000 appropriation in fiscal year 1981 for advanced engineering and design to deepen the Sacramento River Deep Water Ship Channel. This deepening is necessary for the Port to remain competitive in the world markets.

Since the Sacramento River Deep Water Ship Channel Project was completed in 1963, the Port has enjoyed a spectacular growth. In the past 17 years, tonnage through the Port has increased fifty-fold to a 1979 volume of well over two million tons. This was over twice the volume the Corps of Engineers had estimated in its original Project Review.

However, unless the channel is deepened from 30 feet to 35 feet, larger ships with deeper drafts will be unable to use the Port. Currently the bulk cargoes moving through the Port sorely require deeper water. Because the per-ton cost for ocean freight is minimized by larger vessels, the Port will become uneconomical for shippers to use in its present form.

I fear that unless the Port is deepened, it will be bypassed and eventually die.

Such a possibility would be a loss to my district and the nation. The Port contributes positively to our balance of payments. It fosters energy-efficient by promoting water transportation, which is more efficient than land modes. Finally, it adds to our national defense by providing access to naval and merchant marine vessels.

All of these purposes served by the Port would be better served by a deeper channel.

The Port is enthusiastically supported by a range of local interests. The community has already spent $30 million for facilities to handle cargo, and additional expenditures are now under consideration. The land holdings of the Port have been included in a master plan for further expansion.

Therefore, in view of the pressing need for the deepening of the channel and the benefits to the nation, I strongly urge the Committee to approve a recommendation for $400,000 so that the Corps of Engineers can proceed with advanced engineering and design.

Mr. BEVILL. We appreciate both of your statements, Congressman Stark and Congressman Miller.

This committee will work with the two of you.

The committee will now stand adjourned until two o'clock this afternoon.

AFTERNOON SESSION

THURSDAY, MARCH 27, 1980.

RANDLEMAN LAKE, FALLS LAKE AND B. EVERETT JORDON DAM AND LAKE, N. CAR. PROJECT

WITNESSES

HON. IKE ANDREWS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH CAROLINA

RICHARD PETTY, COMMISSIONER, RANDOLPH COUNTY BOARD OF COMMISSIONERS

Mr. BEVILL. The committee will come to order.

We are pleased to have witnesses from North Carolina this afternoon. Mr. Petty, we will be delighted to hear from you at this time.

Your formal statement will be made a part of the record.

[The statement follows:]

TESTIMONY ON RANDLEMAN LAKE
PRESENTED BEFORE THE UNITED STATES HOUSE OF REPRESENTATIVES
ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE OF THE
HOUSE APPROPRIATIONS COMMITTEE

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE: I WOULD LIKE TO THANK YOU ON BEHALF OF THE PEOPLE OF PIEDMONT NORTH CAROLINA FOR THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY. I WISH TO DISCUSS OUR NEED FOR WATER.

MY NAME IS RICHARD PETTY, A COMMISSIONER OF RANDOLPH COUNTY. I HAVE WITH ME STATE OFFICIALS AND OFFICIALS OF THREE CHAMBERS OF COMMERCE, SIX CITIES AND TWO COUNTIES CONCERNED WITH THE FUTURE OF OUR REGION. WE ASK THAT 3.9 MILLION DOLLARS BE ADDED TO THE 1981 BUDGET SO WORK CAN CONTINUE ON RANDLEMAN LAKE--A CORPS OF ENGINEERS PROJECT IN OUR AREA.

THE CRITICAL NEED FOR THIS PROJECT IS DUE TO OUR GEOGRAPHY. MUCH OF NORTH CAROLINA'S POPULATION AND INDUSTRIAL DEVELOPMENT IS CONCENTRATED WITHIN THE CENTER OF THE STATE, CALLED LOCALLY THE "PIEDMONT CRESCENT." THE GREENSBORO AND HIGH POINT URBAN AREAS LIE IN THE CENTER PORTION OF THE PIEDMONT CRESCENT. THEY ARE IN THE UPPER CAPE FEAR RIVER BASIN AND THEIR WATER SUPPLIES COME FROM THE HEADWATERS OF THE BASIN. HOWEVER, THE AMOUNT OF WATER IN THE UPPER BASIN IS LIMITED, AND ACCESS TO AN ADEQUATE WATER SUPPLY IS CRITICAL.

IN THE 1940'S, THE CORPS OF ENGINEERS AND OTHERS SAW THE POTENTIAL CONFLICT BETWEEN GROWTH AND LIMITED WATER SUPPLY IN OUR AREA, SO THEY BEGAN PLANNING THE RANDLEMAN LAKE. THE PRIME PURPOSE OF THIS PROJECT IS WATER SUPPLY. WE NEED THIS SUPPLY FOR HUMAN CONSUMPTION. OTHER BENEFITS INCLUDE FLOOD PROTECTION AND RECREATION. THE PLANNING IS COMPLETE, ENVIRONMENTAL REQUIREMENTS HAVE BEEN SATISFIED, AND THE PROJECT IS READY TO GO.

WHY DO WE NEED THIS PROJECT? OUR EXISTING RESOURCES WILL BE INSUFFICIENT IN SOME COMMUNITIES BY 1993--ONLY 13 YEARS AWAY! BY THE 2000, SOME AREAS IN THE BASIN COULD FACE A SHORTFALL OF UP TO 14 MILLION GALLONS PER DAY. AND, BY THE YEAR 2020, WE EXPECT TO NEED 49 MILLION GALLONS PER DAY MORE THAN WE HAVE.

WE WILL PARTICIPATE FINANCIALLY IN THE RANDLEMAN LAKE PROJECT. LOCAL GOVERNMENTS WILL REIMBURSE THE FEDERAL GOVERNMENT FOR ALL WATER SUPPLY COSTS NOW ESTIMATED TO BE 40 PERCENT OF THE TOTAL PROJECT COST. HOWEVER, WITHOUT THE PROJECT PROCEEDING AS ORIGINALLY SCHEDULED, DEVELOPMENT PRESSURES WILL MAKE IT INCREASINGLY DIFFICULT TO BRING THIS PROJECT ON LINE AND EVERY DELAY WILL ADD GREATLY TO THE COST.

WE ARE ON A COLLISION COURSE. WE NEED HELP NOW IF WE ARE TO PROVIDE THE WATER NEEDED TO MEET OUR FUTURE DEMANDS. IN THESE TIMES OF TIGHT MONEY, WE MUST MAKE WISE INVESTMENTS FOR THE FUTURE. THE RANDLEMAN LAKE PROJECT REPRESENTS SUCH AN INVESTMENT. WE ARE ASKING YOU FOR 3.9 MILLION DOLLARS IN THE 1981 BUDGET TO AUTHORIZE CONSTRUCTION OF THIS PROJECT.

THANK YOU, MR. CHAIRMAN, FOR THE OPPORTUNITY TO APPEAR BEFORE YOUR COMMITTEE AND TO TALK ABOUT THE NEEDS AND UNIFIED DESIRES OF PIEDMONT NORTH CAROLINA.

Resolutions
In Support Of
Randleman Lake

1. City Council of Greensboro, dated November 29, 1979
2. Randolph County Board of Commissioners, dated March 10, 1980
3. City Council of High Point, dated March 7, 1980
4. Rockingham County Board of Commissioners, dated March 3, 1980
5. City Council of Reidsville, dated March 13, 1980
6. Greensboro Chamber of Commerce, dated March 20, 1980
7. Jamestown Town Council, dated March 18, 1980
8. City Council of Asheboro, dated March 14, 1980
9. City Council of Archdale, dated March 25, 1980
10. Guilford County Board of Commissioners, dated March 20, 1980

RESOLUTION SUPPORTING THE RANDLEMAN RESERVOIR PROJECT AND ASSURING THE U. S. CORPS OF ENGINEERS OF THE CITY'S INTENT TO SHARE IN THE NON-FEDERAL COST THROUGH LOCAL FINANCES

WHEREAS, many years of planning and study have been implemented toward seeking the eventual construction of the Randleman Reservoir Project which would be built on the Deep River in Randolph County just north of Randleman and lying in the Deep River water basin;

WHEREAS, from time to time the City of Greensboro has expressed a genuine interest in this project as a source for future water supply to serve Guilford County and the municipalities therein;

WHEREAS, by resolution adopted on 26 June 1964 the City Council officially expressed an interest in said project and submitted an affidavit expressing its interest to the U. S. Corps of Engineers;

WHEREAS, on 2 June 1977 the City Council adopted a resolution requesting the U. S. Congress to approve funding for a comprehensive water resources study of the Guilford County area which study would have evaluated the Randleman Reservoir Project as a viable source of water supply to serve the people's needs;

WHEREAS, through cooperative efforts between the City of High Point and the City of Greensboro, these two municipal water systems are furnishing water in various areas of Guilford County as well as within their own cities;

WHEREAS, in the opinion of the City Council, it is deemed in the best interest of the City to support the Randleman Reservoir Project and to urge its construction at an early date in order to provide additional water resources to serve the needs of this general area in the years ahead;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREENSBORO:

1. That in order to provide additional water supplies to serve the future needs of the citizens in Guilford County and the municipalities contained therein, the City Council hereby endorses and supports the Randleman Reservoir Project and urges its construction in the reasonable foreseeable future.

2. That in cooperation with Guilford County, High Point and other participating Governmental Units, it is the intent of the City to pledge its support of the non-federal share of the cost of the proposed project through its prorata share of local finances.

The foregoing resolution was adopted by the City Council of the City of Greensboro, N. C. on

29 Nov 79

Nancy J. McLeak

City Clerk



RANDOLPH COUNTY BOARD OF COMMISSIONERS
145 WORTH STREET — ASHEBORO, N. C. 27203

RESOLUTION SUPPORTING THE RANDLEMAN LAKE

WHEREAS, many years of planning and study have been directed toward seeking the eventual construction of the Randleman Lake, which would be built on Deep River in Randolph County, just north of Randleman and lying in the Deep River water basin;

WHEREAS, the Randleman Lake is designed to overcome projection water short-fall in State Planning Region G by supplying local units of governments up to 48 million gallons per day;

WHEREAS, Randleman Lake is designed to have other benefits as well, including flood protection and recreation;

WHEREAS, this project has a high ratio of construction costs to benefits to be received;

WHEREAS, delays in the development of this project will be extremely costly due to many factors including the current high rate of inflation;

NOW, THEREFORE, BE IT RESOLVED by the Randolph County Board of Commissioners that in order to provide additional water supplies and other benefits to serve the future needs of the citizens of the region, and the municipalities in counties contained therein, the Randolph County Board of Commissioners hereby endorses and supports the Randleman Lake and urges the construction without delay and calls upon the present Administration and the U.S. Congress to provide necessary funding.

Adopted this the 17th of March, 1980

Annie Shaw

Annie Shaw, Clerk to the Board
Randolph County Board of
Commissioners

RESOLUTION SUPPORTING THE RANDLEMAN RESERVOIR PROJECT

WHEREAS, many years of planning and study have been implemented toward seeking the eventual construction of the Randleman Reservoir Project which would be built on the Deep River in Randolph County just north of Randleman and lying in the Deep River water basin;

WHEREAS, from time to time the City of High Point has expressed a genuine interest in this project as a source for future water supply to serve Guilford County and the municipalities therein;

WHEREAS, through cooperative efforts between the City of High Point and the City of Greensboro, these two municipal water systems are furnishing water in various areas of Guilford County as well as within their own cities;

WHEREAS, in the opinion of the City Council, it is deemed in the best interest of the City to support the Randleman Reservoir Project and to urge its construction at an early date in order to provide additional water resources to serve the needs of this general area in the years ahead;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HIGH POINT:

1. That in order to provide additional water supplies to serve the future needs of the citizens in Guilford County and the municipalities contained therein, the City Council hereby endorses and supports the Randleman Reservoir Project and urges its construction in the reasonable foreseeable future.

2. That in cooperation with Guilford County, Greensboro and other participating Governmental Units, it is the intent of the City to pledge its support of the non-federal share of the cost of the proposed project by financing its prorata share of water supply costs.

Roy B. Culler, Jr.
Mayor

ATTEST:

Patricia Paris Simmons
City Clerk

POST OFFICE BOX 23
WENTWORTH, NORTH CAROLINA 27375

TELEPHONE 919-349-2922

Rockingham County
Board of Commissioners

RESOLUTION
SUPPORTING THE RANDLEMAN LAKE

WHEREAS, many years of planning and study have been directed toward seeking the eventual construction of the Randleman Lake, which would be built on the Deep River in Randolph County, just north of Randleman and lying in the Deep River Water Basin;

WHEREAS, the Randleman Lake is designed to overcome projected water shortfalls in State Planning Region G by supplying local units of government up to 48 million gallons per day;

WHEREAS, Randleman Lake is designed to have other benefits as well, including flood protection and recreation;

WHEREAS, this project has a high ratio of construction costs to benefits to be received;

WHEREAS, delays in the development of this project will be extremely costly due to many factors, including the current high rate of inflation;

NOW, THEREFORE, BE IT RESOLVED, by The Rockingham County Board of Commissioners, that in order to provide additional water supplies and other benefits to serve the future needs of the citizens of the region, and the municipalities in counties contained therein, the Commissioners hereby endorses and supports the Randleman Lake, urges its construction without delay and calls upon the present Administration and the United States Congress to provide the necessary funds.

Date: March 3, 1980

T. Watson Rakestraw, Chairman
Rockingham County Board of
Commissioners

ATTEST: _____
Clerk to the Board

City of Reidsville
North Carolina
27320

MUNICIPAL BUILDING
220 WEST MOREHEAD STREET
P.O. BOX 1437
TELEPHONE (919) 349-7013

RESOLUTION
SUPPORTING THE RANDLEMAN LAKE

WHEREAS, many years of planning and study have been directed toward seeking the eventual construction of the Randleman Lake, which would be built on the Deep River in Randolph County, just north of Randleman and lying in the Deep River Water Basin;

WHEREAS, the Randleman Lake is designed to overcome projected water shortfalls in State Planning Region G by supplying local units of government up to 48 million gallons per day;

WHEREAS, Randleman Lake is designed to have other benefits as well, including flood protection and recreation;

WHEREAS, this project has a high ratio of construction costs to benefits to be received;

WHEREAS, delays in the development of this project will be extremely costly due to many factors, including the current high rate of inflation;

NOW THEREFORE BE IT RESOLVED BY THE REIDSVILLE CITY COUNCIL:

That in order to provide additional water supplies and other benefits to serve the future needs of the citizens of the region, and the municipalities in counties contained therein, the Reidsville City Council hereby endorses and supports the Randleman Lake, urges its construction without delay and calls upon the present Administration and the United States Congress to provide the necessary funds.

This the 13th day of March, 1980.

George Wingfield
George Wingfield, Mayor

ATTEST:

Ann S. Bradsher
Ann S. Bradsher, City Clerk

Greensboro Chamber of Commerce
Post Office Box 3246, 217 North Greene Street, Greensboro, North Carolina 27402 Telephone 919 275-8675

RESOLUTION

WHEREAS, the Greensboro Chamber of Commerce represents 2,000 business and civic leaders concerned with the continued growth of the community; and

WHEREAS, an adequate supply of water is vital to the economic growth of the city and region; and

WHEREAS, long-range planning shows the need for development of an additional water source; and

WHEREAS, the proposed Randleman Reservoir is the most viable new source of water for this region of almost 300,000 people; and

WHEREAS, the proposed Randleman Reservoir would also provide the region with flood control and recreational services; and

WHEREAS, $3.9 million dollars previously budgeted for the Randleman Reservoir has been cut from the 1981 Federal Budget; and

WHEREAS, with land and construction costs rising, delay might render the project unfeasible.

NOW THEREFORE, be it resolved by the Board of Directors of the Greensboro Chamber of Commerce that while encouraging the President and the Congress in their efforts to reduce the budget in 1981, it reaffirms its support for the Randleman Reservoir Project as a priority item, that it endorses the restoration of funding for the Randleman Reservoir Project, and that a copy of this resolution be submitted to appropriate elected officials and other interested parties.

Adopted this 20th day of March, 1980.

Harold O'Friel
President

John D. Carrow
Executive Vice President

RESOLUTION

SUPPORTING THE RANDLEMAN LAKE

WHEREAS, many years of planning and study have been directed toward seeking the eventual construction of the Randleman Lake, which would be built on the Deep River in Randolph County, just north of Randleman and lying in the Deep River Water Basin;

WHEREAS, the Randleman Lake is designed to overcome projected water shortfalls in Guilford and Randolph Counties in North Carolina by supplying local units of government up to 48 million gallons per day;

WHEREAS, Randleman Lake is designed to have other benefits as well, including flood protection and recreation;

WHEREAS, this project has a high ratio of construction costs to benefits to be received;

WHEREAS, delays in the development of this project will be extremely costly due to many factors, including the current high rate of inflation;

NOW THEREFORE BE IT RESOLVED, by the Town Council:

1. That in order to provide additional water supplies and other benefits to serve the future needs of the citizens of the region, and the municipalities in counties contained therein, the Resolution hereby endorses and supports the Randleman Lake, urges its construction without delay and calls upon the present Administration and the United States Congress to provide the necessary funds.

DATE: March 18 1980 Chas P Turner
Town Manager

ATTEST: Virginia T. Slate
Clerk

RESOLUTION
OF THE
CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA
SUPPORTING THE RANDLEMAN LAKE

WHEREAS, many years of planning and study have been directed toward seeking the eventual construction of the Randleman Lake, which would be built on the Deep River in Randolph County, just north of Randleman and lying in the Deep River Water Basin;

WHEREAS, the Randleman Lake is designed to overcome projected water shortfalls in State Planning Region G by supplying local units of government up to forty-eight (48) million gallons of water per day;

WHEREAS, Randleman Lake is designed to have other benefits as well, including flood protection and recreation;

WHEREAS, this project has a high ratio of construction costs to benefits to be received;

WHEREAS, delays in the development of this project will be extremely costly due to many factors, including the current high rate of inflation;

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Asheboro, North Carolina:

That in order to provide addition water supplies and other benefits to serve the future needs of the citizens of the region, and the municipalities in the county contained therein, the City of Asheboro hereby endorses and supports the Randleman Lake, urges its construction without delay and calls upon the present Administration and the United States Congress to provide the necessary funds.

ADOPTED during a special meeting of the City Council of the City of Asheboro, North Carolina on this, the fourteenth day of March, 1980.

Mayor

ATTEST BY: Charles F. Hughes
City Clerk

RESOLUTION
SUPPORTING THE RANDLEMAN LAKE

WHEREAS, MANY YEARS OF PLANNING AND STUDY HAVE BEEN DIRECTED TOWARD SEEKING THE EVENTUAL CONSTRUCTION OF THE RANDLEMAN LAKE, WHICH WOULD BE BUILT ON THE DEEP RIVER IN RANDOLPH COUNTY, JUST NORTH OF RANDLEMAN AND LYING IN THE DEEP RIVER WATER BASIN;

WHEREAS, THE RANDLEMAN LAKE IS DESIGNED TO OVERCOME PROJECTED WATER SHORTFALLS IN STATE PLANNING REGION G BY SUPPLYING LOCAL UNITS OF GOVERNMENT UP TO 48 MILLION GALLONS PER DAY;

WHEREAS, RANDLEMAN LAKE IS DESIGNED TO HAVE OTHER BENEFITS AS WELL, INCLUDING FLOOD PROTECTION AND RECREATION;

WHEREAS, THIS PROJECT OFFERS BENEFITS, ACCESSIBLE TO A HIGH PROPORTION OF THE POPULATION OF REGION G, WHICH ARE NECESSARY AND VITAL TO THE AREA;

WHEREAS, DELAYS IN THE DEVELOPMENT OF THIS PROJECT WILL BE EXTREMELY COSTLY DUE TO MANY FACTORS, INCLUDING THE CURRENT HIGH RATE OF INFLATION;

NOW, THEREFORE BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF ARCHDALE:

1. THAT IN ORDER TO PROVIDE ADDITIONAL WATER SUPPLIES AND OTHER BENEFITS TO SERVE THE FUTURE NEEDS OF THE CITIZENS OF THE REGION AND THE MUNICIPALITIES IN COUNTIES CONTAINED THEREIN, THE CITY OF ARCHDALE HEREBY ENDORSES AND SUPPORTS THE RANDLEMAN LAKE, URGES ITS CONSTRUCTION WITOUT DELAY AND CALLS UPON THE PRESENT ADMINISTRATION AND THE UNITED STATES CONGRESS TO PROVIDE THE NECESSARY FUNDS.

DATE: MARCH 25, 1980

Lloyd H Taylor
MAYOR

ATTEST: Deveran B. Nance
CITY CLERK

RESOLUTION ADOPTED BY
THE BOARD OF COUNTY COMMISSIONERS
OF GUILFORD COUNTY, NORTH CAROLINA ADOPTED
March 20, 1980

WHEREAS, many years of planning and study have been directed toward seeking the eventual construction of the Randleman Lake, which would be built on the Deep River in Randolph County, just north of Randleman and lying in the Deep River Water Basin; and

WHEREAS, the Randleman Lake is designed to overcome projected water shortfalls in State Planning Region G by supplying local units of government up to 48 million gallons per day; and

WHEREAS, Randleman Lake is designed to have other benefits as well, including flood protection and recreation; and

WHEREAS, this project has a high ratio of construction costs to benefits to be received; and

WHEREAS, delays in the development of this project will be extremely costly due to many factors, including the current high rate of inflation;

NOW THEREFORE BE IT RESOLVED, by the Board of County Commissioners of Guilford County:

1. That in order to provide additional water supplies and other benefits to serve the future needs of the citizens of the region, and the municipalities in counties contained therein, the Board of County Commissioners of Guilford County hereby endorses and supports the Randleman Lake, urges its construction without delay and calls upon the present Administration and the United States Congress to provide the necessary funds.

I hereby certify that the foregoing is a true copy of a resolution adopted by the Board of County Commissioners of Guilford County, North Carolina on March 20, 1980.

Grace F. Parham
Clerk to Board

RESOLUTION SUPPORTING THE RANDLEMAN LAKE

WHEREAS, many years and planning and study have been directed toward securing the eventual construction of the Randleman Lake; and

WHEREAS, the Randleman Lake is designed to supply local units of government up to 48 million gallons per day; and

WHEREAS, the delays in this project will be extremely costly;

NOW THEREFORE BE IT RESOLVED, by the Town Council of the Town of Liberty that in order to provide additional water supplies and other benefits to serve the future needs of our region the Town Council hereby endorses the Randleman Lake Project, urges its construction without delay, and calls upon the present administration and the United States Congress to provide the necessary funds.

March 24, 1980

Jack B. Duffie, Jr.
Mayor

Attest:

Marie R. Luther
Town Clerk

Mr. BEVILL. You may proceed as you wish.

Mr. PETTY. Mr. Chairman, members of the committee:

I would like to thank you on behalf of the people of Piedmont, North Carolina for the opportunity to appear before you today. I wish to discuss our need for water.

My name is Richard Petty, a Commissioner of Randolph County. I have with me State officials and officials of three Chambers of Commerce, six cities and two counties concerned with the future of our region.

Mr. BEVILL. I am impressed. We will put everybody's name in the record.

[The information follows:]

DELEGATION ON RANDLEMAN LAKE

Richard Petty, Commissioner (Spokesman), Randolph County Board of Commissioners.
Joseph B. Griffith, Jr., Mayor, Town of Liberty.
Bog Croft, Executive Director, Asheboro Chamber of Commerce.
Lloyd Taylor, Mayor, City of Archdale.
Dalton Fulcher, Manager, City of Archdale.
William E. King, Councilman, Town of Jamestown.
George Freeman, President, Freeman & Assoc., High Point Chamber of Commerce.
Fred Preyer, Vice-Chairman, Guilford County Board of Commissioners.
Tom Routh, Chairman, Council on Community Development and Planning, Greensboro Chamber of Commerce.
J. C. Dawkins, Mayor, City of Randleman.
Phil Pendry, Manager, City of Randleman.
Pat Shore, N.C. Department of Administration.
Joanne Bowie, Councilperson, City of Greensboro.
Joe Trogdon, Councilman, City of Asheboro.
Larry Harvell, Manager's Representative, Guilford County.
Jack Lail, Courier Tribune, Asheboro.
J. Roscoe Adams, Councilman, City of High Point.
Lindsay Cox, Executive Director, Piedmont Triad Council of Govts.
Carl Loop, Regional Planning Dir., Piedmont Triad Council of Govts.

Mr. PETTY. We ask that $3.9 million be added to the 1981 budget so work can continue on Randleman Lake—a Corps of Engineers project in our area.

The critical need for this project is due to our geography. Much of North Carolina's population and industrial development is concentrated within the center of the State, called locally the "Piedmont Crescent."

The Greensboro and High Point urban areas lie in the center portion of the Piedmont Crescent. They are in the upper Cape Fear Basin and their water supplies come from the headwaters of the Basin.

However, the amount of water in the upper basin is limited, and access to an adequate water supply is critical.

In the 1940's, the Corps of Engineers and others saw the potential conflict between growth and limited water supply in our area, so they began planning the Randleman Lake.

The prime purpose of this project is water supply. We need this supply for human consumption. The planning is complete, environmental requirements have been satisfied, and the project is ready to go.

Why do we need this project? Our existing resources will be insufficient in some communities by 1993—only 13 years away.

By the year 2000, some areas in the basin could face a shortfall of up to 14 million gallons per day. And, by the year 2020, we expect to need 49 million gallons per day more than we have.

We will participate financially in the Randleman Lake Project. Local governments will reimburse the Federal Government for all water supply costs now estimated to be 40 percent of the total project cost.

However, without the project proceeding as originally scheduled, development pressures will make it increasingly difficult to bring this project on line and every delay will add greatly to the cost.

We are on a collision course. We need help now if we are to provide the water needed to meet our future demands. In these times of tight money, we must make wise investments for the future. The Randleman Lake Project represents such an investment. We are asking you for $3.9 million in the 1981 budget to authorize construction of this project.

Thank you, Mr. Chairman, for the opportunity to appear before your committee and to talk about the needs and unified desires of Piedmont, North Carolina.

Mr. BEVILL. Thank you for a very fine presentation.

We notice our good friend and colleague, Congressman Ike Andrews, has come in. We went ahead because of the time situation. We knew you wouldn't mind that. The Chair recognizes you now and you may proceed as you wish.

STATEMENT OF CONGRESSMAN ANDREWS OF NORTH CAROLINA

Mr. ANDREWS. Thank you, Mr. Chairman, and distinguished members of a very distinguished subcommittee, thank you for affording me and others this opportunity to appear before you this afternoon on behalf of the Randleman Lake Project.

I am glad that, in the interest of time, Mr. Richard Petty of Level Cross, North Carolina, went ahead and preceded me with his prepared testimony.

Mr. Petty is a member of the Randolph County Board of Commissioners, and, as I am sure that you, Mr. Chairman and members of this subcommittee, are aware, he is, far and away, the all-time champion of stock car racing. He has been NASCAR's grand national champion seven times, and no one else has even come close to matching that record.

Most of the project's area is in Randolph County in the Fourth Congressional District, which I am privileged to represent. A small portion is in the Sixth District, which is ably represented by our distinguished colleague, Representative Richardson Preyer.

Soon after I was elected to Congress in 1972, I came to the realization that water was the foremost need of a local nature in the Fourth District.

Various sections of the district have experienced severe droughts and floods. Considerable industrial expansion has resulted in rapid population growth.

As a result of the droughts, floods, industrial expansion and population growth, a number of water-related needs have become critically

apparent. These needs include: flood control, water supply, area redevelopment, recreation, and water quality. More recently, we have come to appreciate the potential for hydroelectric production at existing and proposed dam sites.

The Randleman Lake Project was authorized in the Flood Control Act of 1968, and, as a result of the appropriations that you have approved to date, the Corps during the current fiscal year will complete the advanced engineering and design work.

Thus, the project is ready to become what is called a new construction start, subject, of course, to the appropriations process.

Although the President recommended that Congress make no appropriation for Randleman Lake for fiscal year 1981, this project has a capability of $3,900,000. Most of this, I feel sure, would be for land acquisition.

The Randleman Lake Project is multiple-purpose. The Corps estimates that it would provide benefits in flood control, water supply, recreation and area redevelopment amounting to an estimated $5,851,000 annually. The cost-benefit ratio is very favorable—1.5 to 1.

Above the proposed dam is a watershed area amounting to 169 square miles. The project is on the Deep River, which empties into the Cape Fear River, which, in turn, flows into the Atlantic Ocean.

Randleman is one of the two major public works projects in the Corps of Engineers' master plan to control flooding on the Cape Fear, especially at Lillington and the fast-growing City of Fayetteville.

The combined population of Guilford and Randolph counties is now estimated at approximately 404,200. These two counties experienced a growth rate in population of nearly 11 percent during the past decade. This growth will surely continue in the Eighties and will accelerate the pressing needs for water supply and recreation.

The citizens and industries of six cities and towns—Asheboro, Randleman, Archdale, Greensboro, High Point and Jamestown—are expected to obtain water supplies from Randleman Lake.

The Corps of Engineers estimates that the cost of building the project at this time is $84,100,000.

The non-Federal reimbursement of this cost amounts to $43 million, slightly more than one-half of the total cost. This clearly indicates, I think, the commitment for the project among most residents of Randolph and Guilford Counties.

To date the Federal Government has spent more than $3 million on the planning, engineering and design work for Randleman Lake. An adequate return on this substantial investment can only be realized by going forward with land acquisition and construction. Delay would be costly and unwise.

Mayors, city councilmen, county commissioners, Chamber of Commerce officials and others from Randolph and Guilford Counties are here today on behalf of Randleman Lake, and may I ask them to stand and be recognized at this time.

[Note: About 18 persons were present.]

Mr. BEVILL. I know you are proud of them and they are proud of you. You know this committee is certainly going to work with you and do everything we can.

You are aware of the problems we are facing, especially this year on all projects in the Nation really.

This is a release that came out yesterday. The Chief of the Corps is notifying all Civil Works Directors in the United States that there is a temporary suspension on all contracts, advertising, bid openings and awards in the nationwide Civil Works Program because of increasing fuel costs, inflationary pressures, accelerated work schedules and higher bids from contractors.

They are talking about a $200 million shortfall for fiscal year 1980. I know Congressman Andrews is aware of the problem. Certainly we will work with Congressman Andrews and do everything we can to assist you in this project. We know it is important to you. We know it is needed and certainly he will have our support.

Thank you so much for coming. If you wish to supplement your remarks for the record, that would be fine.

[The information follows:]

MR. ANDREWS. Additionally, Mr. Chairman, I would like to submit for your subcommittee's record of these hearings my views on two other major public works projects that the U. S. Army Corps of Engineers has in various stages of completion in the Fourth Congressional District of North Carolina.

President Carter proposed in his budget that the Congress appropriate $13,789,000 for the Falls Lake Project in Fiscal Year 1981. The Corps has advised me that its capability for this project during the next fiscal year is $15,789,000, and I have also learned from the Corps that an appropriation of less than its capability will have some adverse impact on the scheduled closing of the gates for impoundment of the lake in mid-1981.

Mr. Chairman and members of this subcommittee, let me emphasize again, as I have for each of the past six or seven years, the closing of the gates for impoundment of Falls Lake cannot occur soon enough. I very much hope that sufficient funds can be appropriated so that this vitally important multiple-purpose project can be completed at the earliest possible time.

I would be remiss if I did not express to each of you the sincere thanks of the nearly 300,000 residents of Raleigh and Wake County and of the many residents downstream on the Neuse River for your unfailing support of the Falls Lake Project in the past several years. Allocations to date represent approximately 70 percent of the project's cost, and appropriation of $14-to-$15 million for Falls Lake will push this beyond the 80 percent mark.

In a little more than a year or 18 months from now, when the gates have been closed and the lake has been impounded, the Raleigh area's critical need for water supply will be assured until well into the 20th Century. Again, we cannot thank you enough for the help that you have provided and are continuing to give on this project.

Let me turn now to the B. Everett Jordan Dam and Lake Project in Chatham County and a small part of Durham County.

Although the Corps has a capability for Jordan in FY 1981 of $8,062,000, the President's budget recommended an appropriation of less than half that amount --

$3,562,000.

The budget submissions of the Corps' Wilmington district office were completed prior to two developments. One was the approval in Washington around Christmastime to build what is known as the Pea Ridge Road connector across Weaver Creek near the dam site. The second development occurred in January, I believe, when the Corps announced that it had found it necessary to make some modifications on the toe of the dam.

Re-location of cemetery and natural gas lines, recreation facilities, mosquito control, and cultural resource preservation were among the items contained in the budget submissions.

It is my hope, Mr. Chairman and members of the subcommittee, that funds sufficient funds can be made available to build the Pea Ridge Road connector and to modify the toe of the dam. The Corps expects to build an embankment for the Pea Ridge Road connector that is four feet above the lake's flood level. Later, the connector itself will be built on top of the embankment. The embankment and modification of the dam's toe are both essential prerequisites to closing the gates for impoundment, and I hope that funds might be available for these purposes.

Impoundment of the Jordan Lake has been delayed for quite a long time, and it is my impression that, while of course some would disagree, most residents of the area and residents downstream are looking forward to the impoundment of this lake with a good bit of anticipation.

Some funds in addition to the amount recommended by the President in his proposed budget would help facilitate the work that the Corps must do before Jordan Lake can be impounded.

Attached are the Corps' capability statements on the three projects -- Randleman, Falls and Jordan -- for FY 1981.

Thank you.

PROJECT INFORMATION

Name of Project: FALLS LAKE, NORTH CAROLINA

Authorization: Flood Control Act of 27 October 1965 (HD 175/89/1)

Location: The project is located on the Neuse River about 10 miles north of Raleigh, North Carolina, in Durham, Granville, and Wake Counties.

Description: An earth dam 1,915 feet long, with a maximum height of 92 feet above streambed to create a reservoir with a gross storage of 397,000 acre-feet, consisting of 243,000 acre-feet for flood control, 71,000 acre-feet for water-quality control, 45,000 acre-feet for water supply, and 38,000 acre-feet for sediment storage. Falls Lake is the initial project of the comprehensive plan of development for the Neuse River Basin.

Amount Included in President's Budget: $13,789,000.

Fiscal Year 1981 Capability: The FY 1981 capability amount is $15,789,000 for the Falls Lake, N.C., project considering that project by itself. This amount does not consider fiscal constraints, the Administration's assessment of appropriate national priorities for Federal investments, nor the impact of stated capabilities for other individual projects on the Corps' overall capability.

Work Proposed With Additional FY 1981 Capability. Advance completion of spillway bridge, roads, recreation facilities, O&M facilities and permanent operating equipment and advance completion of project by 3 months.

Justification: There is an immediate need for improvements to provide flood protection, local water supply, water-quality control, and recreation in the Neuse River Basin, North Carolina. The average annual damages along the main stem of the Neuse River below the Falls damsite are estimated at $2,247,000 over the next 100 years if no flood control facilities are provided. A major flood in the Neuse River Basin in October 1964 inundated approximately 107,000 acres of land and caused agricultural and urban damages along the main stem of the Neuse River estimated at $3,796,000 (1964 price levels) which would amount to $10,519,000 under 1971 conditions of development and October 1979 price levels, of which $4,141,000 would be prevented by the project. Consideration of the Falls project is the initial water-resource improvement planned for the Neuse River Basin.

PROJECT INFORMATION, FALLS LAKE, NORTH CAROLINA--Continued

The City of Raleigh has expended $7.6 million on construction of facilities for obtaining a reliable supply of water from the Neuse River at an intake location within the future Falls Lake. These facilities were completed in July 1967 with the expectation that the Falls project would be completed in 1970. The facilities provide for a 25 million gallon daily capacity expandable to an ultimate capacity of 100 million gallons daily. Until Falls project is completed, the Neuse River can provide a dependable supply of only 6 million gallons daily during periods of extreme low flow. Under emergency conditions, this has been increased to 11 million gallons daily by an agreement between the City and State for release of water from a State-owned reservoir upstream at Butner, North Carolina. Low flow conditions in the Neuse River in September 1970, August 1976 and September 1976 required activation of this emergency plan. Because of the delay in scheduled completion of the Falls project, the City in 1973 authorized the expenditure of approximately $2.5 million for an additional 16.4 million gallons per day of temporary water supply storage which was completed in July 1976. The City requirements are projected to increase by 2.9 million gallons per day per year through the year 1990, and even with this additional storage, the City's water supply will only be sufficient until 1980. The City does not plan to further expand its temporary storage unless the project filling date slips beyond the current date of June 1981. If the Falls project is not completed as scheduled or if a drought occurs, the City of Raleigh will once again be in a critical water supply condition and will be forced to look elsewhere for additional water supply. Since the temporary storage site is totally within the Falls Lake project area, the Corps of Engineers acquired project lands for this site for lease to the City for the development of its temporary source of water. The City awarded a contract for the water supply dam on Beaverdam Creek in October 1974, and this temporary storage facility was completed in July 1976. During the summer and fall of 1977, 1978 and 1979, Raleigh has had to depend on this temporary water storage facility on several occasions to meet its water supply needs. This project would (1) reduce annual flood damages along the main stem of the Neuse River below the damsite by about 50 percent, (2) alleviate a critical water-supply problem in the basin by providing a source for municipal and industrial water supply for the City of Raleigh and counties in the area, (3) provide a solution to the immediate and long-term low flow regulation needs, and (4) provide an adequate solution to the immediate recreational needs of the basin.

PROJECT INFORMATION

Name of Project: RANDLEMAN LAKE, NORTH CAROLINA

Authorization: Flood Control Act of 1968.

Location: On Deep River, N.C., about 15 miles south of Greensboro and about two miles upstream from the Town of Randleman. The damsite and about two-thirds of the reservoir would lie in Randolph County and the upper one-third of the reservoir would lie in Guilford County.

Description: A dam about 2,400 feet long with a maximum height of about 110 feet above streambed to create a reservoir with a gross storage of 108,000 acre-feet, consisting of 46,000 acre-feet for flood control and a conservation pool of 62,000 acre-feet for water supply, water-qualtiy control, and sedimentation.

Amount Included in President's Budget: $0

Fiscal Year 1981 Capability: The FY 1981 capability amount is $3,900,000 for the Randleman Lake, N.C. project considering that project by itself. This amount does not consider fiscal constraints, the Administration's assessment of appropriate national priorities for Federal investments, nor the impact of stated capabilities for other individual projects on the Corps' overall capability.

Work Proposed With Additional FY 1981 Capability: Initiate land acquisition; relocations; main access road; and continue Engineering and Design and upervision and Administration.

Justification: There is an immediate need for improvements to provide flood protection in the Deep River Basin, North Carolina. There is also a strong need to provide storage for future municipal and industrial water supply and recreational activities to keep abreast of the economic growth in this region. Situated as it is on the upper tributaries of the Cape Fear Basin and along the divide between the Yadkin River Basin and the Cape Fear River Basin, the paramount need of the highly industrialized Piedmont crescent is storage for water supply. Average annual flood damage along the main stem of the Deep and Cape Fear Rivers with the operation of the B. Everett Jordan Dam and Lake is estimated at $992,000 over the next 100 years if no additional flood control facilities are provided. Construction of Randleman Lake would be the second water resource improvement project for the Cape Fear River Basin. This project would: (1) Reduce average annual flood damages along Deep River by about 65 percent, (2) partially alleviate the immediate recreational needs in the upper Cape Fear River Basin, and (3) provide an adequate source for future municipal and industrial water requirements in the Deep River Basin.

PROJECT INFORMATION

Name of Project: B. EVERETT JORDAN DAM AND LAKE, NORTH CAROLINA

Authorization: Public Law 88-253, 30 December 1963 (HD 508/87/2).

Location: The project is located on the Haw and New Hope Rivers about 2.5 miles north of Moncure, N. C., in Chatham, Durham, Orange, and Wake Counties.

Description: The project consists principally of the following features:

a. Dam. The dam would be of earth, with an overall length of 1,330 feet and maximum height of 112 feet above streambed elevation. Principal features of the proposed dam include an uncontrolled chute spillway located on the east abutment; a controlled conduit located approximately in the existing stream channel, extending the width of the earth dam and used for emptying floodwaters and regulating low flows.

b. Reservoir. Storage allocation will be: Dead storage for sediment 88,000 acre-feet; conservation storage for water supply and water quality control 147,000 acre-feet; and flood control storage 543,000 acre-feet, a total of 778,000 acre-feet. Relocations will be effected wherever installations exist within the proposed reservoir area. Fee title or flowage easements will be purchased for about 47,000 acres of land.

c. Recreational Facilities. Recreational use would undoubtedly develop rapidly since the reservoir would be strategically located in relation to several population centers. In 1960, about a million people lived within a 50-mile highway distance of the site, and population within this zone is definitely increasing. In addition to the scenic attractiveness of the area, the impounded water would be suitable for boating and fishing. Many miles of shoreline will be provided for use as possible parks, boat harbors, group camps, picnicking, and camping.

Amount Included in President's Budget: $3,562,000

1722

PROJECT INFORMATION, B. EVERETT JORDAN DAM AND LAKE, NORTH CAROLINA--Continued

Fiscal Year 1981 Capability: The FY 1981 capability amount is $8,062,000 for the B. Everett Jordan Dam and Lake, North Carolina project considering that project by itself. This amount does not consider fiscal constraints, the Administration's assessment of appropriate national priorities for Federal investments, nor the impact of stated capabilities for other individual projects on the Corps' overall capability.

Work Proposed With Additional FY 1981 Capability: Advance fish and wildlife facilities and recreation facilities, initiate relocation of SR 1906, make dam repair modification and advance completion of construction by six months.

Justification: There is an immediate and urgent need for improvements to provide flood protection, water-quality control, and recreation in the Cape Fear Basin, North Carolina. There is also a strong need to provide storage for future municipal and industrial water supply and irrigation, and additional storage for flood control, water-quality control, and recreational needs to keep abreast of economic growth in this region. The average annual damages along the main stem of the Haw, Deep, and Cape Fear Rivers are estimated at $4,819,000 at October 1979 price levels over the next 100 years of no flood control facilities are provided. Construction of the B. Everett Jordan Dam and Lake is the initial water resource improvement planned for the Cape Fear River Basin. This project would (1) reduce average annual flood damages along the Cape Fear River Basin by about 64 percent, (2) provide a solution to about 18 percent of the immediate low-flow regulation needs in the basin, and (3) provide an adequate solution to about 35 percent of the long-term recreational needs of the basin.

STATEMENT OF CONGRESSMAN PREYER OF NORTH CAROLINA

Mr. BEVILL. Our friend and colleague, Congressman Preyer, has submitted a statement for inclusion in the record at this point.

[The statement follows:]

STATEMENT OF RICHARDSON PREYER, SIXTH DISTRICT, NORTH CAQOLINA

Mr. Chairman, as the Representative of the Sixth District of North Carolina which includes, Guilford, Alamance and Rockingham Counties, I am acutely aware of the importance of an adequate water supply for an area which is experiencing rapid industrial and population growth. Two of the three Counties in my District have rivers running through them, but my home County of Guilford, which is the largest, is not so fortunate.

Completion of the Randleman Lake Project in North Carolina is crucial. The source of water that would be added to this area by the completion of this project is absolutely essential to the continued well being and growth of the area. Without it we could face a water shortfall within the next 15 to 20 years in some areas. This project was conceived in the 1940's because of the obvious growth potential in the Piedmont area. The need is even more pressing today and we cannot afford to wait. The project is at the property acquisition and construction stage and all planning and environmental requirements have been met. To delay further will mean greatly increased additional costs.

I am sure I speak for the citizens in my area of North Carolina in urging the Committee to give every consideration to reinstating the $3.9 million which was originally slated for this phase of the Randleman Lake in North Carolina.

NEW YORK CITY WATER TUNNEL NUMBER THREE

WITNESS

HON. GERALDINE A. FERRARO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. BEVILL. We are pleased to welcome our colleague, Congresswoman Ferraro. You may proceed as you wish.

Ms. FERRARO. Mr. Chairman, members of the subcommittee, I appreciate this opportunity to testify before you on the Fiscal Year 1981 Energy and Water Development Appropriations bill.

My particular concern in this bill is New York City's Water Tunnel No. 3. As you know, the House passed legislation, H.R. 4788, which authorizes a $25 million loan for construction and maintenance work on the first stage of the third water tunnel plus another $10 million for a study of New York's water supply problems. Those provisions were added to H.R. 4788 in the Water Resources Subcommittee after Chairman Roberts went to New York to inspect the facility. I was very pleased to welcome Chairman Bevill to New York for a similar inspection tour of the tunnel last Friday.

By all accounts, the people of New York City are facing a grave crisis in water supply and delivery. Recent studies by the Army Corps of Engineers have recommended that new sources of water supply be found and channeled into the City's existing water delivery system. But there is a more immediate problem. About 90 percent of New York City's water supply is currently delivered through two tunnels that are 62 and 43 years old respectively. Neither of them has ever been dewatered for inspection and maintenance, since doing so would mean cutting off water for half the City's residents and businesses. The

possibility of impurities seeping into the water in the tunnel poses a serious sanitation and health threat to hospitals, nursing homes, restaurants, and private homes. Furthermore, the valves controlling the flow of water through the tunnel have never been closed and are seriously rusted. City engineers fear that if the valves had to be closed for emergency repairs, it might not be possible to reopen them and the City might be deprived of half its water supply indefinitely.

The aged and deteriorated condition of the two existing water tunnels contributes substantially to the City's water supply shortages. According to Corps of Engineers estimates, leaks in the water distribution system are responsible for the loss of some 60 million gallons of water per day in New York City, Clearly, remedying that situation is the most constructive water conservation measure the City can take in the short run.

Support for the water tunnel is strong among all interested parties. Labor, business, environmentalists, and community and government leaders all agree that the tunnel is needed. In a report by its Task Force on New York City, the Twentieth Century Fund, an independent research firm, concluded that the City's economic development program should not focus on large new projects, no matter how enticing. But the Task Force exempted the third water tunnel from that judgment, saying, "A third tunnel has long been needed and now must be regarded as essential in the event of a stoppage in one of the two existing tunnels."

In the meantime, however, there is a serious threat that either of the existing tunnels could suffer a major breakdown. The consequences of such a failure, which, as we have seen, could indefinitely disrupt water supplies to the City, would be catastrophic. In recent years, New York City has had a growing problem with maintaining adequate water pressure. Sometimes in the summer months, water pressure drops as low as 5 pounds—down from a normal pressure level of 30 to 50 pounds. In a city that averages 133,890 fires a year, lack of adequate water pressure could spell disaster.

Lest it appear that these concerns are parochial, let me assure you that a water shut-off in New York could put the entire nation on hold. Without adequate water for cooling, the computers used by the New York Stock Exchange and the many large banks and corporations headquartered in New York could not function, resulting in mass chaos in financial and commercial circles.

In undertaking the planning and construction of Water Tunnel No. 3, New York City has recognized its responsibility to provide water to its citizens. Plans for the tunnel began back in 1954, and concentrated on supplying water at adequate pressure levels to the rapidly growing outer areas of Brooklyn and Queens, and for providing a back-up for tunnels 1 and 2. Because they are at the perimeter of the existing system, my constituents in Queens are particularly hard-hit by the water pressure problems I have described.

After years of study, in 1970 the city began actual excavation and construction work on the tunnel, which was projected to be the largest non-federally funded public works project in the world. But after five years of work and the expenditure of $250 million, the City was forced

by the fiscal crisis of 1975 to suspend work on the tunnel except for minimal maintenance. As the project now stands, about 90% of the excavation and 30% of the construction on the first stage of the tunnel have been completed.

As the City has moved toward restored fiscal stability, it is spending $30 million a year to preserve and prevent deterioration of the work that has already been done. But at that funding level, the urgently needed tunnel may never be completed and certainly will not be completed within a time period experts would consider prudent. Engineering experts familiar with the tunnel project and with the condition of the two existing tunnels believe stage one of the tunnel should have been completed by 1977 or 1978.

Federal assistance is needed to prevent damage to the already completed part of the tunnel from ground movement, water seepage, and other natural factors. The water tunnel is being dug approximately 700 feet underground, by blasting through solid rock. In some places, the rock is weak and requires bolted steel bars to keep it from falling. Most of the steel currently in place was installed prior to 1975, and has begun to rust. Before concrete can be poured in those sections of the tunnel, it will be necessary for engineers to check the rusted steel and determine whether it needs to be replaced. Obviously, the longer the project is delayed, the greater the danger that this steel will need replacement, and the more such work would cost if it is needed. The rapidly escalating costs of the concrete, steel, labor and energy used in building the tunnel make prompt completion of the tunnel important.

In past years, it would have been unlikely for Congress to fund a major single-purpose water project in an urban area. But Section 219 of H.R. 4788 has charted a new course for federal water policy, making the policy truly national in scope. But for that section to amount to more than an empty promise, it is important that we follow up on that action in the appropriations process. By providing funds for New York City's water tunnel and the study of the City's water needs, this subcommittee can signal Congress' firm commitment to the promise of Section 219.

We are at a crossroads in national water policy that while new, should not look all that unfamiliar to us. Our current water policy problems are not all that different from our national posture on energy six years ago after the Arab oil embargo. At that time, national leaders talked a good game about taking the tough steps necessary to secure our nation's energy future, but did not act. The water supply situation in our cities is as desperate as our nation's energy position has become. We need to act. We must do more than pay lip service to our cities' water problems. I truly believe if we invest in conservation today, we can avoid having to spend billions of dollars ten or twenty years from now to develop alternative sources of water. This subcommittee can take the first big step down that road by appropriating the funds for Water Tunnel No. 3 and the study of New York City's water needs.

Mr. BEVILL. Thank you for an excellent statement. I certainly enjoyed my recent visit to your fair city.

PORT OF PHILADELPHIA, PA.

WITNESSES

CAPTAIN PAUL LANE IVES, JR., CHAIRMAN, JOINT EXECUTIVE COMMITTEE FOR THE IMPROVEMENT AND DEVELOPMENT OF THE PHILADELPHIA PORT AREA AND MEMBER, PILOTS' ASSOCIATION FOR THE BAY AND RIVER DELAWARE

LEWIS CACCESE, CONSULTANT TO THE JOINT EXECUTIVE COMMITTEE

WILLIAM HARRISON, SECRETARY-TREASURER, JOINT EXECUTIVE COMMITTEE AND EXECUTIVE DIRECTOR, THE PHILADELPHIA MARITIME EXCHANGE

MICHAEL CONROY, SOUTH JERSEY PORT CORPORATION

JOHN McGARRY, VICE PRESIDENT, PENJERDEL COUNCIL

Mr. BEVILL. Next we have Mr. William Harrison, Mr. John McGarry and Mr. Paul Ives.

Mr. IVES. Thank you very much for this opportunity to testify. I am Paul Ives, Chairman of the Joint Executive Committee. I have with me Mr. Harrison, Secretary-Treasurer, also Director of the Philadelphia Maritime Exchange and Mr. John McGarry, who is Vice President of the Penjerdel.

I represent the Joint Executive Committee for the Improvement of the Development of the Philadelphia Port Area which is a long way of saying that we are a regional group and represent approximately 20 groups who are on our letterhead.

These groups are the decision-making people who do business in the Philadelphia area, shipping companies and banks and the Chambers of Commerce and the people who are vitally interested in the Delaware Bay and Delaware River.

I don't intend to take up your time with reading a statement. We have submitted a statement for the record outlining our views.

Mr. BEVILL. Those statements will be made a part of the record.

[The statements follow:]

60-588 O - 80 - 52 (pt. 10)

JOINT EXECUTIVE COMMITTEE

FOR THE

IMPROVEMENT and DEVELOPMENT of the PHILADELPHIA PORT AREA

ORGANIZED OCTOBER 17, 1888

620 LAFAYETTE BUILDING
PHILADELPHIA, PA. 19106
WAlnut 5-1522

PAUL LANE IVES, JR., Chairman
GEORGE BURNHAM, Vice-Chairman
WILLIAM A. HARRISON, Secretary-Treasurer
DEASEY, SCANLAN & BENDER, LTD., Counsel
Consulting Organization: MARINERS' ADVISORY COMMITTEE

Honorary Chairmen:
H. WILLIS JACKSON
HARRY G. SCHAD

Statement of Paul Lane Ives, Jr., Chairman, Joint Executive Committee for the Improvement and Development of the Philadelphia Port Area, conveying request for Civil Functions Appropriations for the U.S. Army Corps of Engineers' Philadelphia District, for Fiscal Year 1981, and presented March 27, 1980 before the Energy and Water Development Subcommittee on Appropriations in the United States Senate and the Energy and Water Development Subcommittee on Appropriations in the United States House of Representatives.

MEMBERS

Board of Harbor Commissioners, Wilmington, Del.
City Business Club of Philadelphia
Commercial Exchange of Philadelphia
Delaware County Chamber of Commerce
Delaware Valley Council
Division of Port Operations, City of Philadelphia
Greater Philadelphia Chamber of Commerce
International Longshoremen's Association of Phila.
Northeast Philadelphia Chamber of Commerce
Philadelphia Board of Realtors
Philadelphia Marine Trade Association
Philadelphia Maritime Exchange
Philadelphia Port Corporation
Pilots' Association for the Bay & River Delaware
Port of Philadelphia Marine Terminal Association
Port of Philadelphia Maritime Society
South Jersey Port Corporation
Traffic Club of Philadelphia
Vessel Owners' & Captains' Association
World Trade Association of Philadelphia, Inc.
World Trade Div., Delaware River Port Authority

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H. WILLIS JACKSON
HARRY G. SCHAD

IDENTIFYING REMARKS

The Joint Executive Committee for the Improvement and Development of the Philadelphia Port Area is port-affairs spokesman for twenty-one Delaware Valley civic and trade associations whose names appear at the bottom of this letterhead page. Organized in 1888, this Committee has participated in and promoted all major navigation improvements to the Delaware and Schuylkill Rivers and to the Chesapeake and Delaware Canal. The members pay no dues beyond the nominal amounts needed to cover the Organization's administrative expenses and the Officers serve without compensation.

Our Delaware River Ports, Camden, Philadelphia and Wilmington, identified collectively as the Ports of Philadelphia, rank first among the nation's ports in international waterborne commerce. When statistics become available for the 1979 calendar year it is estimated that this port complex will have handled 78 million tons of international cargoes; carried by 4,121 merchant ships. This commerce produced over one billion dollars in revenues into the economy of the tri-state Delaware Valley region. It also produced $368.6 million to the Federal Government in the form of Customs collections.

SUMMARY

Included in the President's FY 1981 Budget request is $25,546,000 for navigation projects pertaining to the Philadelphia Ports' area. During this period of economic distress and uncertainty, there is a readily understandable need to cull out unproductive funding from the budget. This in turn places a very great responsibility on the Congress to distinguish and protect those items in the budget that produce major returns on investment. This $25,546,000 in O & M funds allocated to the Philadelphia District is money which will produce such a return. In calendar year 1979, $368 million accrued to the Federal Government in Customs collections at the Ports of Philadelphia as a direct result of the Federal investment in maintaining key Delaware River navigation projects--more than a ten fold return. This investment also generated over $1 billion into the local economy as a result of the commerce handled at the Ports of Philadelphia during 1979--commerce that could not have developed had there not have been adequate funding for maintenance of the Delaware River ship channel and its ancillary navigation projects. Because of these extremely favorable economic gains, the Joint Executive Committee supports these items and strongly recommends their adoption.

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Commercial Exchange of Philadelphia
Delaware County Chamber of Commerce
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Vessel Owners' & Captains' Association
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World Trade Div., Delaware River Port Authority

FULL TESTIMONY

The U.S. Army Corps of Engineers' Philadelphia District Operation and Maintenance Program for FY 1981 includes the following amounts for the region's major navigation projects:

Delaware River, Philadelphia to the Sea	$13,265,000
Delaware River, Philadelphia to Trenton	1,819,000
Schuylkill River	693,000
Wilmington Harbor	1,149,000
Chesapeake and Delaware Canal	8,620,000
	$25,546,000

The Joint Executive Committee endorses the Philadelphia District Operations and Maintenance FY 1981 Budget in its entirety and urges its adoption. We offer the following in support of our request:

Delaware River, Philadelphia to the Sea

Continued maintenance of the 40 foot ship channel that serves the Ports of the Delaware River – Camden, New Jersey; Philadelphia, Pennsylvania; and Wilmington, Delaware; is essential to continue the economic benefits — over 1 billion dollars annually — which are derived by the Delaware Valley region as a result of the commerce which flows through this port complex.

Seven oil refineries, the largest concentration on the East Coast, are located on the Delaware River. These refineries are supplied with crude petroleum by tankships which transit the 40 foot Delaware River ship channel at maximum draft. Approximately 1 million barrels of crude petroleum are brought in daily to the area's refineries. An efficient, fully maintained ship channel, and anchorage facilities, are necessary to assure safe transit of these vessels and to assure an uninterrupted petroleum supply to allow these refineries to operate at peak capacities.

Additionally, we bring to your attention the importance of maintaining the Delaware River ship channel for national defense purposes. The Philadelphia Navy Yard is located approximately ninety miles above the ocean entrance to the Delaware River, at the confluence of the Delaware and Schuylkill Rivers. This key defense facility is scheduled to receive the USS SARATOGA in October of 1980 for extensive overhaul. We are told that this vessel's light draft for transiting the Delaware River is approximately 40-feet. Consequently this manifests the importance of fully maintaining the authorized 40 foot deep channel in the Delaware River.

Delaware River, Philadelphia to Trenton

During the calendar year 1977, the last year in which waterborne commerce statistics have been made available, records show that 13,564,671 tons of commerce were transported over the Delaware River, Philadelphia to Trenton project. A significant portion of this tonnage involved the importation of iron ore required to serve the U.S. Steel Corporation Fairless Works at Morrisville, Pennsylvania. This plant employs more than 3,000 workers and it's continued ability to function in the face of hard foreign competition is dependent on the economic transportation of its raw material, utilizing a fully maintained forty-foot channel on the Delaware River so as to coincide with loading drafts available at the supply source on the Orinoco River in Venezuela.

Schuylkill River

$693,000 is allocated for the maintenance of the 33 foot channel in the Schuylkill River, during FY 1981. Full maintenance of the 33 foot channel project is crucial to grain and petroleum terminals located along the navigable channel. At the present time, the grain elevator is loading out at a rate of 2 million long tons annually; contributing more than $30 million into the local economy. At 33 feet this channel is already marginal in terms of the quantities of grain that can be loaded versus the deeper drafts that can be accommodated at other grain ports. To further lessen the Schuylkill River 33 foot channel depth because of insufficient maintenance, could prove extremely detrimental to the ability of this grain elevator to continue to do business.

Wilmington Harbor

Wilmington is the sole general cargo port facility in the State of Delaware. This facility therefore serves a unique function in the economy of this State. The continued success of this port requires full funding for maintenance dredging in the rapidly shoaling Wilmington Harbor to insure the port's continued viability.

Chesapeake and Delaware Canal

The importance of approving the budget request of $8,620,000 for the Chesapeake and Delaware Canal project is illustrated in the fact that waterborne commerce through this important artery has increased from 10.8 million tons in calendar year 1977 to 14 million tons in calendar year 1979; a 30% increase over a two-year period. Improved channel maintenance has been a significant factor in this increased tonnage.

The Chesapeake and Delaware Canal provides a saving of a day of ship time in moving between Philadelphia and Baltimore, and also represents additional savings in time and mileage for vessels plying between Baltimore and other North Atlantic ports. These savings are particularly meaningful in these times of high fuel costs. A recent study by the Corps of Engineers indicates that the use of the C & D Canal over alternate routes is saving 350,000 barrels of fuel per year.

Delaware River Dredging Disposal Study, Pennsylvania, New Jersey and Delaware

The Corps of Engineers has stated that unresolved disposal area problems threaten their ability to maintain our Delaware River ports in the future. Specifically, they have stated that certain areas of the river will be without disposal sites within 5 years. We appreciate that the Federal Government has recognized this problem and has authorized a $1,400,000 study to find a solution to the disposal area problem. It is most urgent to us that the $250,000 provided in the President's budget for FY 1981 be maintained, as this study must be brought to a conclusion prior to the exhaustion of any of the disposal areas now being utilized.

The Pilots' Association for the Bay and River Delaware

Joseph W. Guilday, *President*
Joseph H. Selph, *Secretary-Treasurer*
Richard G. Steers, *Manager*



Philadelphia-215-922-7165
Wilmington-302-656-7162
Lewes, Del.-302-645-3333

214 South Eleventh Street
Philadelphia, Pa. 19107

March 18, 1980

TO: Members of the Joint Executive Committee
Members of the Philadelphia Marine Trade Association

SUBJECT: Recommended Drafts for Transit of the Delaware River

At a meeting of the Mariners' Advisory Committee for the Bay and River Delaware, held on March 13, 1980, and attended by representatives of owners, agents and operators of deep draft vessels, it was agreed that the recommended guidelines for transiting the Delaware River would be as follows:

1. Maximum fresh water draft 40 feet.

2. All vessels arriving with a fresh water draft in excess of 37 feet transit on flood tide only.

3. It was agreed that all vessels 37 feet F.W.D. and under should arrange transit to afford a minimum of three foot keel clearance in the Marcus Hook area giving due consideration to vessel squat, predicted tide and wind effect on actual tide.

4. Outbound Philadelphia Harbor 39 Feet F.W.D. sailing two hours after low water. Two (2) Pilots aboard - Direct passage to sea.

5. Water tankers - sail Mantua Creek 38 feet F.W.D. - Flood current sailings.

6. Big Stone Beach Anchorage 55 feet salt water draft by Federal Statute. Qualified off-shore advisors available. ETA requested 24 hours prior to arrival "D" buoy, the entrance to DELAWARE Sealane.

7. Chesapeake and Delaware Canal 29 feet F.W.D.

8. Upper Delaware (Fairless) 38 feet 6 inches (F.W.D.) flood current.
Upper Delaware (Fairless) 32 feet 6 inches (F.W.D.) ebb current.

It is understood that the above recommendations are for periods during which normal tides are experienced. When abnormal tides prevail, the time for transit will be determined by the Master on advice from his pilot.

Very truly yours,

J. W. Guilday

Joseph W. Guilday
President

JWG:lag

ENG Form 4020-R

DEPARTMENT OF THE ARMY
Philadelphia District, Corps of Engineers
Customs House - 2D & Chestnut Streets
Philadelphia, Pennsylvania 19106

NAPOP-S

18 March 1980

DELAWARE RIVER - Pennsylvania, New Jersey, Delaware
Ship Channel from the Sea (Overfalls Light) to
Allegheny Avenue, Philadelphia, PA

Minimum Depth in each 1/4 width of the Channel, entering from Seaward

RANGE	Date of Survey	PROJECT Width Feet	PROJECT Length Miles (Naut)	PROJECT Depth Feet	MID-CHANNEL Left Outside Quarter Feet	MID-CHANNEL Left Inside Quarter Feet	MID-CHANNEL Right Inside Quarter Feet	MID-CHANNEL Right Outside Quarter Feet
Brandywine - from Overfalls Light	20 Sep 78	1000	18.58	40	39.8	40.3	40.3	41.0
Miah Maull	19 Sep 78	1000	7.02	40	40.7	41.1	41.3	40.8
Cross Ledge	31 Aug 78	1000	3.39	40	41.6	42.5	43.6	43.1
Liston - (below Ship John Light)	29 Aug 78	1000	5.57	40	41.6	41.0	41.0	39.1
Liston - (above Ship John Light)	27 Dec 79	800	12.42	40	40.5	41.4	41.2	40.5
Baker	23 Oct 79	800	1.65	40	42.9	42.1	41.2	39.0
Reedy Island	23 Oct 79	800	4.28	40	40.0	41.8	41.8	40.1
New Castle	12 Dec 79	800	4.34	40	40.6	40.8	41.2	39.6
Bulkhead Bar	27 Jul 79	1600	0.56	40	44.3	44.1	44.2	42.2
Deepwater Point	20 Feb 80	800	3.76	40	40.2	40.9	41.5	38.9
Cherry Island	8 Feb 80	800	4.33	40	39.8	40.5	40.5	40.7
Bellevue	11 Dec 79	800	3.05	40	40.5	41.6	41.4	41.7
Marcus Hook	6 Feb 80	800	4.25	40	38.0	39.4	40.0	39.6
Chester	12 Mar 80	800	1.82	40	42.7	41.5	39.8	42.5
Eddystone	21 Nov 79	800	1.08	40	37.2	40.1	42.6	44.0
Tinicum	27 Nov 79	800	3.03	40	37.7	39.1	40.0	39.4
Billingsport	3 Mar 80	800	1.15	40	40.6	40.5	41.7	39.3
Mifflin	3 Mar 80	800	2.83	40	40.5	41.5	41.7	41.5
West Horseshoe (Naval Base)	28 Dec 79	800	1.74	40	42.2	43.3	42.5	42.5
Horseshoe Bend	18 Jan 80	800-500	0.80	40*	39.3	43.7	44.5	43.3
East Horseshoe and Reach M	25 Jan 80	500-400	1.17	40*	36.1	40.7	42.0	44.8
Reach M to Benjamin Franklin Bridge	13 Feb 80	400	2.95	40*	36.1	40.6	41.1	41.9
Benj Franklin Br to Cambria Street	12 Feb 80	400	2.00	40*	33.4	38.3	41.1	40.2
Cambria St to Allegheny Avenue	12 Feb 80	400	0.42	40*	33.4	38.3	41.7	41.0
Horseshoe Bend to Benj Franklin Br	25 Jan 80	0-600	4.90	37*	32.1	35.6	32.6	30.8
Benj Franklin Br to Cambria St ***	12 Feb 80	600	1.93	37*	32.6	33.6	30.7	30.0
Cambria St to Allegheny Ave **	12 Feb 80	600-100 westside	0.47	37*	18.6	28.9	37.8	36.6

ANCHORAGES	Date of Survey	PROJECT DIMENSION FEET			PROJECT DIMENSION 60%	PROJECT DIMENSION 80%	PROJECT DIMENSION 100%
Marcus Hook	1 Feb 80	2300	13,650	40	39.8	39.8	39.8
Mantua Creek	2 Nov 79	1400	11,600	37	37.2	37.1	35.2
Gloucester	25 Jan 80	550	3,500	30	35.1	31.1	31.1
Fort Richmond	12 Feb 80	750	3,400	37	33.9	31.1	26.0

NOTE: The information shown represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time. All depths refer to local mean low water. Drawings showing the depth in channel are sold to the public at the cost of reproduction. Requests for such drawings, including the locality desired, should be made to the District Engineer.

* 40' Channel is along the left side from East Horseshoe Range to Cambria Street.

** West side of 37' channel extends along west limit of 40' channel widening from 0' at Cambria Street to 500' at Allegheny Avenue.

*** 33.2' shoal located near centerline between station 7+500 and 8+500.

J. DONALD KREH
Chief, Operations Division

Mr. IVES. I would like to introduce two other members of our delegation who are with us, Mr. Mike Conroy of the South Jersey Port Corporation, and our technical expert on dredging matters and engineering.

Mr. BEVILL. We are glad to have you gentlemen with us.

Mr. IVES. The JEC attempts to represent the three States of Delaware, New Jersey and Pennsylvania, and the port cities of Camden, New Jersey; Philadelphia, and Wilmington, Delaware plus the other ports.

As I am sure you are aware, we are a major petrochemical complex. We import one million barrels into the area every day in very large ships. The iron ore is a significant industry, the United States Steel Company has a large steel mill.

We are exporting grain in deep draft ships and coal. As many of us are beginning to realize, coal is an increasingly significant factor in the energy situation in the world today and we hope to see coal increase.

In addition to that, the United States may have maintenans a navy yard and repair base at Philadelphia and they likewise require a 40-foot channel to get the largest of the naval vessels in and out of the port for repairs.

The commerce on the Delaware River is a healthy business. Our international tonnage is increasing yearly. What we are asking the committee to do for us is to approve an operating budget of approximately $25½ million for the normal maintenance of our channels. We have no new projects in the budget. This is routine maintenance to keep our navigation channel at its present depth.

The amount has been recommended by the Corps of Engineers as a bare bones amount necessary to maintain the channels and we are satisfied in view of the interest in economy this year to forego any interest in new projects, and we mainly would like to maintain our channel's budget.

It has been approved in the President's budget, of course.

In conclusion, the Delaware River is a business-making operation. We return $369 million in customs receipts alone directly attributable to the movement of the ships on the river, and we are asking our government to reinvest less than 10 percent to keep the goose laying its golden eggs.

We would be glad to answer any questions.

Mr. BEVILL. We have no questions. We appreciate very much your fine statement.

STATEMENT OF JOHN MCGARRY

Mr. MCGARRY. I am John J. McGarry with PENJERDEL Council. I reiterate what my colleague has said. The Council is a regional organization representing commerce and industry. The port is responsible for over 100,000 jobs either directly or indirectly associated with this operation. The rest of it is in my statement.

Thank you very much for your courtesy.

Mr. BEVILL. Thank you.

Mr. HARRISON. Mr. Chairman, my name is William Harrison, the Secretary-Treasurer.

Mr. BEVILL. We appreciate your appearance. Mr. McGarry's statement will appear in the record at this point.

[The statement follows:]



THE PENJERDEL COUNCIL

THE TRI-STATE ASSOCIATION OF BUSINESS, INDUSTRY & PROFESSIONS SERVING THE DELAWARE VALLEY

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House of Representatives
Washington, D. C. 20515

STATEMENT OF JOHN J. MC GARRY, VICE PRESIDENT OF THE PENJERDEL COUNCIL, TO BE FILED WITH THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS OF THE SENATE APPROPRIATIONS COMMITTEE, CONVEYING REQUESTS FOR CONSTRUCTION OF THE AUTHORIZED NAVIGATION PROJECT IN THE DELAWARE RIVER, PHILADELPHIA TO SEA (PA, NJ, DE) AND IN BEHALF OF THE OTHER PUBLIC WORKS IMPROVEMENTS TO BE UNDERTAKEN BY THE DEPARTMENT OF THE ARMY, PHILADELPHIA DISTRICT CORPS OF ENGINEERS, FISCAL YEAR 1981.

3:25 p.m.
MARCH 27, 1980
ROOM 2362
RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D. C.



THE PENJERDEL COUNCIL

THE TRI-STATE ASSOCIATION OF BUSINESS, INDUSTRY & PROFESSIONS SERVING THE DELAWARE VALLEY

FY '81 FUNDING OF NAVIGATION PROJECTS OF INTEREST TO THE PORTS OF PHILADELPHIA.

The PENJERDEL Council is a regional association of commerce, industry and the professions with membership throughout the tri-state, Delaware Valley area. The Council is concerned with the economic welfare of the region, the physical environment of the region, and the provision of adequate energy sources and raw materials for support of job-producing industry toward the objective of an ever-improving quality of life.

The industry base of the whole Delaware Valley region depends on waterborne commerce and from this base stems the economic activity that supports the region's economy. The port is responsible for over 100,000 jobs either directly on the waterfront or in the industries producing goods for export or processing imported commodities. These jobs produce port-generated wages and salaries approaching one billion dollars. Customs collections in the port attributable to waterborne commerce were over $368,000,000 in 1979.

The economy of this region since the 17th century has been significantly related to our ports along the Delaware River. Our continued economic health requires constant maintenance of our principal waterways.

The total included in the President's budget for all O & M Projects in the Philadelphia District is $30,921,000 for FY 1981.

Federal navigation projects of concern are:

	FY '81-Budget
Delaware River, Philadelphia to Sea	$13,265,000
Delaware River, Philadelphia to Trenton	1,819,000
Schuylkill River	693,000
Wilmington Harbor	1,419,000
Cheasapeake and Delaware Canal	8,620,000
	$25,546,000

The Federal government has expended almost 3/4 of a billion dollars on these projects to date. The protection of this investment requires $25,000,000 of O & M funds; without which our channels would deteriorate, our economy would be adversely affected, and groundings of petroleum vessels could occur with risks of oil pollution. The nation would suffer the further threat of a deterioration of the channel to the Philadelphia Navy Yard which is a key installation in support of U. S. naval forces. The importance of continuing maintenance appropriations for our waterways is evidenced by the increasing traffic in the Cheasapeake and Delaware Canal wherein the waterborne commerce has increased from 10.8 million tons in the year 1977 to 14 million tons in 1979, a 1/3 increase. This attests to the importance of this short cut route between Philadelphia and Baltimore with the resultant savings in hundreds of thousands of barrels of fuel per year.

The above is considered to adequately justify the importance of providing the $25,564,000 required for the foregoing projects.

In addition to the above the Corps of Engineers has stated that unresolved disposal area problems threaten their ability to maintain our ports in the future. Specifically, they have stated certain areas of the river will be without disposal area within 5 years. We appreciate that the Federal Government has recognized this problem and has authorized a $1,400,000 study to find a solution to the disposal area problem. It is most urgent to us that the $250,000 provided in the President's budget be maintained as it is urgent that the study be brought to a conclusion prior to the exhaustion of any of the disposal areas now being utilized.

The Congress modified the Delaware River to the sea project for the enlargement of two existing anchorages and the construction of two new anchorages. The Marcus Hook Anchorage was enlarged but no other work has been done on this authorization. Our present modest request is that the existing Mantua Creek Anchorage be deepened to 40 feet over its presently constructed dimensions. This will make the depth of this anchorage the same as the channel it serves. Vessels with 38 foot draft are common in the Delaware River and it is inconsistent, unwise, and a denial of safe anchorage for deep draft vessels to have this anchorage only constructed to a 37 foot depth. We request that sufficient funds be provided to permit pre-construction planning on this project.

The turning basin required in front of Tioga Terminal is an essential requirement to fully realize the potential of this facility. Congress authorized this work in 1974. It is a modest project but the Corps of Engineers has informed that no work can be undertaken therein until pre-construction planning is completed which they have estimated to us as a four (4) year cycle. It is urged that $60,000 planning money be authorized so that this pre-construction planning may be initiated.

We urge upon this Subcommittee on Public Works the necessity of appropriating the required funding for the foregoing project in the President's budget so that the Corps of Engineers may proceed expeditiously in maintaining and further improving the great arteries of commerce serving the nation, in particular, the Delaware Valley.

DEPARTMENT OF THE NAVY
COMMANDER, NAVAL BASE
PHILADELPHIA, PENNSYLVANIA 19112

IN REPLY REFER TO

25 March 1980

Mr. Thacher Longstreth
President
The PENJERDEL Council
Suite 1960
1617 John F. Kennedy Blvd.
Philadelphia, PA 19103

Dear Thacher:

I was encouraged to learn that your organization will provide testimony before the House and Senate Energy and Water Development Sub-Committees on the importance of maintaining the Delaware River project depth at 40 feet.

Maintaining a 40 feet main channel to the Naval Base and Philadelphia terminals is important to the U. S. Navy. Considering the shortage of U. S. flag merchant bottoms, ships of all description will be utilized for National Emergency cargoes. The flexibility inherent with water-front facilities capable of handling deep draft naval and national ships will enhance National Emergency plans.

The large drydocks at the Philadelphia Naval Shipyard have been a vital asset in U. S. Navy repair planning. The Philadelphia Naval Shipyard is the designated alternate carrier repair shipyard on the east coast. CVA-type carriers in service today have a navigational draft of 37 feet. Some U. S. Navy replenishment ships have drafts approaching 40 feet. The time required to partially off-load ships because of draft limitation before arriving at the Naval Shipyard not only adds to costs but could be critical in emergencies.

Our Naval Shipyard repair piers are dredged to 40 feet. This permits test operations alongside piers which might have to be discontinued if the piers were permitted to silt up.

I wish your delegation success. If my comments can help justify the necessity of maintaining the deep draft Delaware River channel, feel free to use them.

Sincerely,

Carl

C. A. BRETTSCHNEIDER
Rear Admiral, U.S. Naval Reserve

LAND BETWEEN THE LAKES, KY.

WITNESS

HON. CARROLL HUBBARD, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY

Mr. BEVILL. I see our good friend, Congressman Hubbard, is back with us.

STATEMENT OF CONGRESSMAN HUBBART OF KENTUCKY

Mr. HUBBARD. Thank you for the chance to appear again. I have appeared before you once for the Tennessee-Tombigbee Water Authority. Our goal is to see that project completed which will definitely be of help to my District in western Kentucky.

It is my understanding that TVA's Land Between The Lakes (LBL) in west Kentucky and Tennessee will not have sufficient operations funds in 1981 to adequately provide the excellent programs and facilities which have meant so much to my constituents through the years. I request that this statement be made part of the record.

Mr. BEVILL. It will be a part of the record.

[The statement follows:]

STATEMENT OF CONGRESSMAN CARROLL HUBBARD, JR.

It is my understanding that TVA's Land Between The Lakes (LBL) in west Kentucky and Tennessee will not have sufficient operations funds in 1981 to adequately provide the excellent programs and facilities which have meant so much to my constituents through the years. I request that this statement be made part of the record.

TVA's LBL is the lifeblood of the multimillion dollar tourist industry in west Kentucky. Their programs, their campgrounds, energy demonstrations, excellent fishing and hunting, historical sites, teacher and student training in conservation and natural resources, buffalo herd, and their many special events are only a few of the attractions which draw over two million visitors each year. The health of the region's economy is contingent upon LBL's continuing to provide these outstanding services.

Jobs are a problem everywhere, but the several counties around LBL are among those having the highest unemployment in Kentucky. TVA provides between 150 and 350 excellent jobs, depending on the season, to west Kentuckians. Kentucky needs those jobs to be secure, not just for the represented families but also because of the growing national importance of LBL as a model of how many activities (hunting, timber production, education, camping, energy demonstrations, research) can be concurrently accomplished on the same land while also achieving a net improvement in environmental conditions. Some of our other land-managing agencies might well take note of the working multiple-use management taking place at LBL.

In this day and time of energy shortage and record high prices, LBL is a leader in showing its visitors how to get by on less with minimum discomfort. Last year more than 800 permits to cut firewood were issued to local residents—these are free. Workshops are conducted for visitors on energy-saving tips dealing with using alternative sources such as wood, gasohol, wind and solar; and energy conservation using insulation, caulking, earth berms, and wind breaks. Scores of energy demonstrations are helping people get ideas of how to save energy at home; demonstration of gasohol use, super-insulated buildings, solar heated water, wood stoves, wood chip furnaces, solar-assisted heat pumps, photovoltaics, wind generated electricity, to name a few.

In short, Mr. Bevill, TVA's LBL has become a vital asset locally and nationally. None of us can afford to cut their operating funds so that these benefits will

be reduced; indeed, I would hope the Committee would provide this outstanding project as much support as it can effectively use.

One last point, up to now I have focused on operations and maintenance needs; now I would like to mention a capital item. A single major road extends the length of LBL—it's called The Trace. About 2/3 (27 miles) of this transportation artery is in good shape, but the remainder (17 miles) is in dire need of improvement. It is now full of patches and curves and it is too narrow. It is not pleasant or very safe to drive, particularly if one is towing a boat or camping trailer. TVA owns this road and is solely responsible for it. They are eager to upgrade it to an acceptable level and have the capability to accelerate the required rebuilding and improvements. It is my understanding that $2.5 million would finish this road work in Kentucky and get most of the Tennessee portion completed.

LAND BETWEEN THE LAKES

Mr. HUBBARD. TVA's LBL is the lifeblood of the multimillion dollar tourist industry in west Kentucky. I hope the subcommittee will have a chance to visit this huge territory of Federal lands in western Kentucky and Tennessee.

Their programs, their campgrounds, energy demonstrations, excellent fishing and hunting, historical sites, teacher and student training in conservation and natural resources, buffalo herd, and their many special events are only a few of the attractions which draw over two million visitors each year.

The health of the region's economy is contingent upon continuing to provide these outstanding services.

Jobs are a problem everywhere, but the several counties around LBL are among those having the highest unemployment in Kentucky. TVA provides between 150 and 350 excellent jobs, depending on the season, to west Kentuckians.

Kentucky needs those jobs to be secure, not just for the represented families but also because of the growing national importance of LBL as a model of how many activities (hunting, timber production, education, camping, energy demonstrations, research) can be concurrently accomplished on the same land while also achieving a net improvement in environmental conditions.

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Workshops are conducted for visitors on energy-saving tips dealing with using alternative sources such as wood, gasohol, wind and solar; and energy conservation using insulation, caulking, earth berms, and wind breaks.

Scores of energy demonstrations are helping people get ideas of how to save energy at home.

Right there in Land Between The Lakes we have many demonstrations of gasohol use, super-insulated buildings, solar heated water, wood stoves, wood chip furnaces, solar-assisted heat pumps, photovoltaics, wind generated electricity, to name a few.

In short, Mr. Bevill, TVA's LBL has become a vital asset locally and nationally. None of us can afford to cut their operating funds so

that these benefits will be reduced; indeed, I would hope the committee would provide this outstanding project as much support as it can effectively use.

One last point, up to now I have focused on operations and maintenance needs; now I would like to mention a capital item. A single major road extends the entire length of LBL—it is called The Trace. About two-thirds (27 miles) of this transportation artery is in good shape, but the remainder, 17 miles, is in dire need of improvement.

It is now full of patches and curves and it is too narrow. It is not pleasant or very safe to drive, particularly if one is towing a boat or camping trailer. TVA owns this road and is solely responsible for it.

They are eager to upgrade it to an acceptable level and have the capability to accelerate the required rebuilding and improvements. It is my understanding that $2.5 million would finish this road work in Kentucky and get most of the Tennessee portion completed.

Mr. Chairman, in my prepared remarks, which I said with sincerity, I, of course, emphasized the importance of this project in my District. You and I both attended a meeting today and we have attended other meetings along with our dear friend Congressman Myers of Indiana, where we have been told we are going to have to cut back and trim where we can so we can balance this Federal budget.

While I have said we sure don't want you to cut on anything, being realistic, we would imagine that we will have to share the burden of balancing the Federal budget along with projects from California to Maine to Alaska to Florida.

I want to say as Congressman from this area, these Federal lands owned by TVA, are very important to us in western Kentucky. As we are willing to bite the bullet and share the burden of whatever is necessary to balance the Federal budget, we do ask you to look at this project as one which is indeed a plus for the heart of the Nation there in western Kentucky and western Tennessee and which is used by millions of people in the last decade and undoubtedly will be in this decade.

Thank you for your patience and kindness.

Mr. BEVILL. Very well put, Congressman Hubbard.

Mr. HUBBARD. I had to say that last part because I have had five groups in my office who realize we are going to have to balance the budget but they don't want to be cut.

Mr. BEVILL. We know we are going to have to take our share of the knocks and we expect that. Thank you for a very fine presentation.

SOUTH METROPOLITAN ATLANTA REGION WATER RESOURCES MANAGEMENT STUDY, GA.

WITNESS

HON. NEWT GINGRICH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA

Mr. BEVILL. We see our good friend and colleague, Congressman Gingrich of Georgia. Have a seat and proceed as you wish.

Mr. GINGRICH. This is the first appearance for me.

Mr. BEVILL. I notice you are the ranking minority member of the Georgia delegation.

Mr. GINGRICH. I do appreciate the chance to be with you. I can imagine the number of requests you must have and the number of witnesses you have.

Mr. BEVILL. We consider every one of them.

STATEMENT OF CONGRESSMAN GINGRICH OF GEORGIA

Mr. GINGRICH. I have prepared a written statement which was given to the committee.

Mr. BEVILL. Your full statement will be made a part of the record.

[The statement follows:]

TESTIMONY BY NEWT GINGRICH

ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

BEFORE THE

ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE

OF THE

APPROPRIATIONS COMMITTEE

MARCH 27, 1980

Mr. Chairman, I'm here to speak for the South Metropolitan Atlanta Region Water Resources Management Study. The region to the south of the 7-county Metropolitan Atlanta area has been experiencing a rapid growth rate this past decade. This is especially true in four coterminous counties. These counties are Coweta, Fayette, Henry, and Spalding--all within the District I represent. The increasing demands brought about by this growth have resulted in local governments experiencing difficulties in providing water facilities to meet water needs. This problem has increased because of adverse water quality and low stream flow conditions throughout the area. The three largest streams in the area--the Chattahoochee, Flint, and South Rivers--receive treated waste water and urban runoff from the Atlanta Region. There is a portion of the Chattahoochee River adjacent to this four county area that cannot be used as a source for supplying domestic water needs. The South River has also had similar restrictions placed on it. Although the Flint River is being used as a source for water supply, there is growing concern that continued urbanization near the headwaters of the basin will cause water quality to degrade further.

60-588 O - 80 - 53 (pt. 10)

This degradation of water quality in the Flint River will result in more restricted use of the upper Flint River for water supply purposes. Small tributaries are now being developed to provide for current water demand, but storage facilities are needed to supplement low stream flows during extended periods of drought. There is also a limited amount of ground water available in this part of the state for small towns. Supplies are just not sufficient to accommodate the growth these communities are now experiencing.

In 1975, the Governor of Georgia, the Honorable George Busbee, requested that the Georgia Department of Natural Resources conduct a study of the water supply problems and water needs in ten counties south of the Atlanta Region. The study by the State included Coweta, Fayette, and Spalding Counties. The study concluded that these three counties would not have adequate water supply in the year 2000 to meet projected population and industrial growth.

(A water resources study had been underway since 1973 by the Corps of Engineers in cooperation with the Atlanta Regional Commission, the Georgia Environmental Protection Division, and the U.S. Environmental Protection Agency.

This Metropolitan Atlanta Water Resources Study was to develop regional alternatives for meeting future water-related needs for water supply, waste water management, flood control, recreation, and fish and wildlife.)

In October, 1975, Governor Busbee transmitted a copy of the state report to the Corps of Engineers. He requested help from the Corps to conduct a detailed study to evaluate water supply alternatives for Coweta, Fayette, and Spalding counties, either through extension or expansion of the Corps' Metropolitan Atlanta Water Resources Study. Henry County was also added to the Study due to its closeness to the other counties and similar water supply problems and needs.

This study by the Corps was completed and reports were sent to state agencies and local governments for use as a guide in continuation of planning to meet current and short-range water needs. I'd like to share with you one conclusion of this study by the Corps. Their conclusion was, and I quote, "A comprehensive and coordinated regional water supply and waste water management plan and a financial and institutional arrangement plan are needed to provide guidance for the prudent, future development of the Four-County area." To put it simply--a comprehensive study should be conducted. However, it's very important to note here that the scope of the study did not permit an evaluation of wastewater manage-

ment and water quality problems and solutions. Also, there was neither enough time nor funds available to permit the development of a full scale regional water supply plan. That is why I believe it is so vitally important to have the Corps of Engineers conduct a full scale water survey during the next four years in the four county area of my district. Time is running out for all the people living in these counties. There is a water problem now. This problem will probably become critical in the years to come--if a comprehensive water study is not conducted. People will suffer and industrial and commercial growth will suffer.

I'd like to end by saying that State agencies and local governments want a Comprehensive Water Resources Management Plan to be developed in order to assist them in planning their facilities to meet both short and long-range municipal and industrial water needs. Here, in my hand, are just some of the letters I've received from heads of state and local agencies supporting a water survey study. They support a study that will address needs and provide solutions for flood damage, flood plain management, waste water management, regional water supply, water quality, recreation, fish and wildlife conservation, and protection of the environment and the rivers and tributaries in the study area. A study of this scope would provide local governments with needed data in order to allocate surface and groundwater supplies and waste water discharges.

Mr. Chairman, I hope that in light of this testimony and these letters from concerned Georgians, your subcommittee will give this water survey resolution your full consideration.

Thank you.

Office of the Governor

Atlanta, Georgia 30334

George Busbee
GOVERNOR

March 25, 1980

The Honorable Newton L. Gingrich
United States House of Representatives
417 Cannon House Office Building
Washington, D.C. 20515

Dear Newt:

It is my understanding that you will soon be testifying before the House Appropriations Committee in support of the South Metro Region Water Resources Management Study. As you are aware, I am very interested in the project and I want to provide any assistance you may need to further its cause.

The four-county area of Henry, Coweta, Spalding, and Fayette has significant water supply problems. This is something I recognized when my term of office began in 1975. As you are aware, at that time the Atlanta Metropolitan Water Resources Study was an ongoing study authorized by Congress and conducted by the Corps of Engineers. I asked the Corps to include an evaluation of the water supply needs of this four-county region. The findings indicated that water is not plentiful enough to serve the expanding needs of the area. The Corps concluded that a more comprehensive analysis was needed to focus specifically on the water quantity problems of the four-county area.

The study you are testifying in support of will provide the first comprehensive analysis of viable options available to resolve the water supply problems of the area.

On behalf of the citizens of the State of Georgia, I want to thank you for your efforts on this most important project. If I or my staff may be of help to you, please let me know.

With kindest regards, I am

Sincerely,

George Busbee

GB:sm

South Fulton Chamber of Commerce

2459 Roosevelt Hwy.
Suite A1
College Park, Georgia 30337
|404| 768-7286

March 21, 1980

The Honorable Newt Gingrich
147 Cannon House Office Bldg.
Washington, D. C. 20515

Dear Representative Gingrich:

We thank you for the opportunity to voice our support for the proposed study to which you are going to testify before the House Committee. We have lost several major concerns as possible newcomers to this area because of our limited water resources. Perhaps the largest would be the Miller Brewing Company whose water demands precluded locating here.

We certainly support such a study and would be willing to participate at the man-power level if this proposed action becomes a fact.

Sincerely,

Archie D. Yawn,
President

ADY/phd

SOUTHSIDE PROGRESS

2459 ROOSEVELT HIGHWAY
SUITE A-1
COLLEGE PARK, GEORGIA 30337
(404) 768-7286

MARCH 21, 1980

The Honorable Newt Gingrich
147 Cannon House Office Bldg.
Washington, D. C. 20515

Dear Representative Gingrich:

We are pleased to hear that you are to testify in behalf of a request for Federal support of a water study in our area. We are enclosing a copy of the Water Supply Study for Coweta, Fayette, Henry and Spalding Counties.

This organization participated extensively in this study for it is Southside Progress's position that unless something is done to guarantee future water for this area there will be practically no industrial growth which will mean less jobs, consequently more unemployment. In fact, we are in danger of becoming an area with the Piedmont area of the state who suffered an extensive period of depression because of lack of jobs and a change in the rural economy. This is exactly what could happen here.

We are in the process of forming an Ad Hoc Committee to further study this situation and develop some acceptable solutions.

Thank you for your support and continued good service.

Sincerely,

Otis D. Viall,
Executive Director

ODV/phd
Enclosure

FAYETTE COUNTY · chamber of commerce
P. O. BOX 276
FAYETTEVILLE, GEORGIA 30214

March 14, 1980

Congressman Newt Gingrich
417 Cannon Office Building
Washington, D. C. 20515

Dear Congressman Gingrich:

I am concerned about the future raw water supply in Fayette County. Fayette County has two major streams in the area that could possibly supply our needs in the future.

Line Creek is the largest and probably our best source. Line Creek is located between Fayette County and Coweta County and is under study at this time to be developed into a large raw water reservoir to serve both counties.

The other possible source of raw water is White Water Creek which is smaller but it is in the center of Fayette County. This creek is being polluted at this time from Fulton County who has a sewerage treatment facility upstream.

I would be happy to serve on a comittee or help to obtain any additional information to assure us of having adequate water in the future.

Very truly yours,

Robert J. Disharoon
President

RJD/kw



Board of
Commissioners of Fayette County
200 COURTHOUSE SQUARE
FAYETTEVILLE, GEORGIA 30214
PHONE 461-6041

JOSEPH D. BRAY
JAMES K. CONNER
ROSE MARIE HARPER
RAYMON JOHNSON
JOHN L. MADDOCK, SR.
CAROL BERRY, CLERK

March 17, 1980

Honorable Newt Gingrich
Representative in Congress
417 Cannon House Office Building
Washington, D. C. 20515

Dear Congressman Gingrich:

We would like to strongly encourage you to continue to secure funds for the four-county water study. As you are aware, water is a vital concern to our area. The county of Fayette has gone to considerable expense over the past several years to identify future water for our own needs. We are aware that a regional water source could be a valuable asset in the future.

Regards,

Mike Bryant
County Administrator

MGB:pgo

BOARD OF COMMISSIONERS

HENRY COUNTY, GEORGIA
COUNTY ADMINISTRATION BUILDING
PHILLIPS DRIVE
McDONOUGH, GEORGIA 30253
TELEPHONE 404/957-9131

DOUGLAS A. THAMES, Chairman
LEON WILSON, Vice Chairman
JEANNE GILBERT, Clerk

W.H. HINTON
JAMES T. McCART
J.D. SHOCKLEY

March 18, 1980

The Honorable Newt Gingrich
United States House of Representatives
417 Cannon House Office Building
Washington, D. C. 20515

ATTENTION: MR. GUY SCULL

Dear Mr. Gingrich:

Henry County is vitally interested in supporting the funding of the Water Resource Study proposed by the U. S. Corps of Engineers.

This county is fast growing, and while our present water supply is adequate, it is foreseen in the future that we will have a water shortage unless proper planning is undertaken now.

The county's industrial growth will largely depend on an adequate water supply, not only now, but also in the future. It is essential that there be industrial growth in order that our tax base will be broad enough not to place an undue burden on the individual taxpayer.

Any effort you make in encouraging the funding of the water study will be greatly appreciated.

Sincerely,

Douglas A. Thames, Sr.
Chairman

DT:bm

MAYOR
Richard Wheeler

COUNCILMEN
Bill Henry
Horace Sanders
Robert Walker
Rose Norman, Sr.



CITY MANAGER
Hoyt H. Bilbo

CITY CLERK
Beverly H. Cash

CHIEF OF POLICE
Larry G. Hembree

121 Pacific Avenue
BREMEN, GEORGIA 30110

March 21, 1980

Honorable Newt Gingrich
Sixth District, Georgia
417 Cannon House Office Building
Washington, D.C. 20515

Dear Mr. Gingrich:

Thank you for the invitation to serve on a committee concerning water and waste water. I would be happy to accept.

The City of Bremen and Haralson County do have a number of problems with our water and waste water. The City's Waste Water Facility is currently operating in excess of its designed capacity. I am glad that you are interested in these problem areas, which affect the 6th District.

I would also like to commend you on the fine job you have been doing, representing the people of this area.

Very truly yours,

CITY OF BREMEN

Hoyt H. Bilbo
City Manager

HHB:sws

Board of Commissioners of Spalding County

POST OFFICE BOX 542 • TELEPHONE (404) 228-9900
GRIFFIN, GEORGIA 30224

BOARD OF COMMISSIONERS
FRANK A. THOMAS
CHAIRMAN
JAMES W. GOOLSBY, JR.
RUTH G. MARTIN

WAYNE JOHNSON
COUNTY ADMINISTRATOR
JAMES C. OWEN, JR.
COUNTY ATTORNEY
MRS. MAUREEN C. JACKSON
CLERK

March 17, 1980

Honorable Newt Gingrich
Representative, Sixth District of Georgia
417 Cannon House Office Building
Washington, D. C. 20515

ATTN: Mr. Guy Scull

Dear Newt:

Thank you for your interest in adequate water supply in this area and your efforts on behalf of a detailed water study for a four county area, including Spalding County.

In recent years two studies have been conducted for the area. The first was a study of "Water Supply Needs for Ten West-Central Counties" conducted by the Environmental Protection Division, Georgia Department of Natural Resources, October 1975. A later report, "Water Supply Study: Coweta, Fayette, Henry and Spalding Counties", was issued by the U.S. Army Engineer District, Savannah, Corps of Engineers in September 1978 following a water supply study.

I am enclosing three pages of the state study's Regional Assessment, which points out the potential for severe shortages in Coweta, Fayette and Spalding Counties by the year 2000. These population projections include a projected 51,200 population in Spalding County by the year 2000, an increase of 22 percent over estimated 1974 population. However, a later study by the State Office of Planning and Budget, reported in the newsletter of the McIntosh Trail Area Planning and Development Commission (copy enclosed) puts the projected 2000 population for Spalding County at 60,449, a 44 percent increase over estimated 1974.

Of course it is difficult, especially in trying financial times, to accurately predict future growth. But it is a certainty that Spalding County, situated on the perimeter of Metropolitan Atlanta and its burgeoning growth, will experience significant growth itself. The State Department of Natural Resources study predicts water shortages in Coweta, Fayette, and Spalding Counties before the turn of the century.

The study by the Corps of Engineers, conducted at the request of Governor George Busbee, who also ordered the state study, was an attempt to locate potential sources of additional water for the four-county area. This study, however, was not of great detail because of limited funding.

With the dire predictions of impending water shortages, a full in-depth and detailed study of the water problems and potential sources to relieve the problems should be undertaken.

I appreciate the opportunity of discussing this situation with you, and wish you success in your efforts. If I may be of further service, please let me know.

Sincerely,

Wayne Johnson

Wayne Johnson
County Administrator

WJ/pd

CHAPTER 1
REGIONAL ASSESSMENT

The population in the study area is predicted to increase from the 1974 level of 174,100 up to a year 2000 level of 299,200 or an increase of 72 percent. Four counties (Lamar, Meriwether, Talbot and Taylor) are predicted to lose population. Two counties (Coweta and Fayette) are predicted to have a cumulative population growth of 115,600 or 92 percent of the regional net gain. The population of these two counties, together with that of Spalding County, will account for 214,800 persons or 75 percent of the year 2000 regional total. Population figures are shown in Chapter 14.

According to the analysis shown in Chapter 14, the projected water need in the ten county study area will increase from the 1970 estimate of 17.4 million gallons per day (mgd) to the projected year 2000 estimate of 43.1 mgd, an increase of 150 percent. Here again, the major part of the increase is in the three northernmost counties in the area: Coweta, Spalding and Fayette. They are projected to require 32.9 mgd in the year 2000 or 76 percent of the regional total. It is strongly emphasized that the water use projections do not make any allowance for major water using industry which may be attracted to the area.

An estimate of the surface water availability within the study area was developed in Chapter 12 of this report. Although the procedure used is not precise for any specific stream location, it is of sufficient accuracy to predict the overall adequacy of the area's streams in meeting future demands.

Review of the streams' hydrological characteristics has shown that their average productivity would be adequate to meet current and projected water supply needs. However, water supply systems must be designed so as to have a very low risk of supply failure. For this report, design conditions used were that the systems should be able to make it, without failure, through the 90 day drought which occurs on the average every twenty years. This condition is not

Disadvantages

1. Is not central to the study area and would require pumping of water over longer idstances (± 40 miles)

2. Would result in the substantial inter-basin transfer of water

3. Has high potential for increased eutrophication due to residual pollutants in treated wastewaters and pollutants in urban runoff from the metropolitan Atlanta area

Change Authorized Uses of Lake Lanier

Advantages

1. Is potentially available for water use now

2. Is not as susceptible for localized droughts as would be small impoundments

3. Has the potential to also supply water to south metropolitan Atlanta counties not in the study area, i.e., Clayton, Henry, and South Fulton

Disadvantages

1. Is not central to the study area and would require pumping over longer distances

2. Would result in additional inter-basin transfer of water from the Chattahoochee River

3. Has limited capacity to meet needs of Atlanta metropolitan area even with changes in authorized uses

Conclusion

It appears that Meriwether, Pike, Lamar, Upson, Talbot, Taylor, and Crawford counties will have sufficient water available to meet projected needs by constructing small impoundments or by using available groundwater. Coweta, Fayette, and Spalding counties, however, will not be able to meet their projected needs in this manner for more than a few more years.

It is predicted that Coweta, Fayette, and Spalding counties will experience water shortages before the turn of the century. These three counties should make the most effective use of their existing resources by implementing the following steps:

1. Through the use of zoning ordinances, building permits, sedimentation and erosion control ordinances, and so on, protect the quality of existing water supply sources to the maximum degree possible.

2. In view of the water limited nature of the area, seek to attract low water use or dry industry only. One large water using industry (2-3 mgd) would rapidly accelerate the impending shortage.

Simultaneously, a long-range detailed water supply study should be implemented to include the sizing of pumping stations and transmission lines, locating feasible dam sites for small storage impoundments, estimating energy costs, and related factors.

Specifically, these analyses should relate to:

1. The economic feasibility of obtaining water from West Point Reservoir.

2. The economic feasibility of obtaining water from the proposed Spewrell Bluff Reservoir.

3. The useful life and economic feasibility of existing and proposed local small impoundments.

4. The feasibility of providing water to the three county area of Coweta, Fayette, and Spalding by obtaining Congressional approval to change the authorized uses of Lake Lanier to water supply, flood control, and recreation.

POPULATION PROJECTIONS

The Georgia Office of Planning and Budget (OPB) has released preliminary population projections for the McIntosh Trail area. A public hearing on these projections will be held at 9:00 a.m. on November 28, 1979, in Room 401 of the State Department of Transportation Building, No. 2 Capitol Square, Atlanta, Georgia.

At the hearing, anyone may present data, make a statement, or offer a viewpoint or argument either orally or in writing. Lengthy statements containing considerable technical or economic data shall be submitted in writing for the official record. Oral statements should be concise to permit everyone an opportunity to be heard. Participants in the hearing are requested to register on arrival and to notify the registering official of their intent to give a statement. Hearing participants will not be subject to questioning from the audience but may be questioned by the hearing officer for clarification of technical point or to develop better understanding of statements.

OPB POPULATION PROJECTIONS

McIntosh Trail

	1980	1985	1990	2000
Butts County	13964	15292	16614	19346
Fayette County	29542	32785	40225	58115
Henry County	33271	37821	42333	57960
Lamar County	12191	12458	12714	13075
Newton County	35572	39859	44052	53599
Pike County	9013	9779	10512	12072
Spalding County	48855	51061	54078	60449
Upson County	26070	26454	26806	27487
TOTALS	208477	225509	247284	290598

McIntosh Trail APDC
P. O. Box 241
Griffin, Georgia 30224

Bulk Rate
U. S. Postage
PAID
Permit 292
Griffin, Georgia

Mr. Wayne Johnson
Spalding County Administrator
P. O. Box 542
Griffin, Georgia 30224

Department of Natural Resources

270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-3500

Joe D. Tanner
COMMISSIONER

March 24, 1980

The Honorable Newt Gingrich
U.S. House of Representatives
Washington, D.C. 20510

Dear Congressman Gingrich:

I am taking this opportunity to express the support of the Georgia Department of Natural Resources for the timely initiation and development of the water resources study of the four county area south of Atlanta. I also want to express our gratitude and appreciation for your work with the House Public Works Committee in getting this study authorized.

Leonard Ledbetter, who is responsible for Georgia's water management efforts, tells me that this is a high priority area of the State in need of a comprehensive water resources study effort. The difficulties that we are seeing in this region are going to increase dramatically in the next few years. The initial overview studies that we have conducted prove that our citizens in your District are definitely facing some serious difficulties in the near future if we do not take positive steps to develop a comprehensive program to resolve them.

Not only is this study important from a water quality and supply viewpoint; it is also needed to evaluate the water-related game and fish and recreational issues. The Department will be cooperating fully with the Corps of Engineers as we proceed with development and implementation of the study. If you, or any of your constituents have further questions regarding this important effort, just contact me or Leonard and we will be glad to discuss the issues in greater depth. Again, I emphasize the need to get this work underway in the near future if we are going to head off even more serious water problems.

Sincerely,

Joe Tanner

Joe D. Tanner
Commissioner

JDT:jlm

cc: J. Leonard Ledbetter

AN EQUAL EMPLOYMENT/AFFIRMATIVE ACTION EMPLOYER

Department of Natural Resources
ENVIRONMENTAL PROTECTION DIVISION
270 WASHINGTON ST. S.W.
ATLANTA, GEORGIA 30334

J. LEONARD LEDBETTER
Division Director

March __, 1980

The Honorable Newt Gingrich
U. S. House of Representatives
Washington, D.C. 20510

Dear Congressman Gingrich:

As the Director of Georgia's water resources management and allocation programs, I am taking this opportunity to write to you and explain the serious water problems facing the area in your District that lies immediately South of Metropolitan Atlanta. I also want to express the strong support of our State water planning and management programs for the timely initiation and completion of the water resources study which you were able to have authorized by the House Public Works Committee.

The water-related problems that are already evident in the four counties of Coweta, Spalding, Fayette and Henry are already serious difficulties in the dry summer months. This situation is certain to be even more serious in the near future. Most of the water problems are growth related, resulting from development along and associated with the two major Interstate highways that have been completed through this region. This commercial, industrial and community expansion when combined with the fact that the area must depend upon small streams for the majority of water supply and wastewater assimilation, creates water problems that cannot be easily solved.

We must have a comprehensive, and coordinated study effort that calls upon the expertise of both the State and that of the Federal government. In the seven-county Metro-Atlanta area, the water resources studies we have had underway for several years in cooperation with the Corps of Engineers have proven to be effective and successful ways in which to address and resolve complex water issues. We strongly support this approach in the area South of Atlanta and will be working closely with the Corps as the study is initiated and alternative strategies developed to solve our water problems.

I want to emphasize that timeliness is of utmost importance if we are to prevent our citizens in this region from running out of water during certain times of year. The preliminary studies that have been conducted by my staff and by the Corps of Engineers clearly document the fact that shortages are going to occur with ever-increasing frequency in the next few years.

If I can provide any further information relative to the need for and urgency of proceeding with this study in a timely manner, please contact me and I will be glad to discuss the issues with you further at your convenience.

Sincerely,

J. Leonard Ledbetter

J. Leonard Ledbetter
Director

JLL:bom

SOUTH METROPOLITAN ATLANTA

Mr. GINGRICH. The essence of our situation in the South Metropolitan part of Atlanta is that it is growing very rapidly and its available water resources are restricted because the two largest rivers in the area are receiving pollution. We can't draw on either of those rivers.

Therefore, if the area south of Atlanta is going to continue to grow, it has to find alternative sources of water. This will be an extremely serious problem by the mid-eighties and probably a crisis by the early nineties.

The Corps of Engineers has done a series of studies in the area laying the base for some pre-engineering studies that are more sophisticated.

I submit letters from the Governor and local governments indicating the severe necessity for this particular water survey. We are asking for an initial funding for $200,000 to begin a detailed engineering study that would probably lead to development of small stream water impoundments that would provide adequate supply for the south area until sometime in the middle of the next century.

I think it is a very, very important project in terms of continued development of that part of the State. It is a very prudent investment also.

Mr. BEVILL. Thank you very much.

Mr. MYERS. Do you have that much time barring a drought?

Mr. GINGRICH. We are very fortunate in being in an area which gets a fair amount of rain. In droughts we have had, there have been a couple of instances where people of the area have been hurt economically. If the studies don't start until the mid-eighties we are looking toward a crisis.

Mr. BEVILL. Thank you very much.

LOCK HAVEN, PENNSYLVANIA, LOCAL FLOOD PROTECTION PROJECT

WITNESSES

HON. WILLIAM F. CLINGER, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF PENNSYLVANIA

WILLIAM R. EISEMANN, MAYOR, CITY OF LOCK HAVEN, PENNSYLVANIA

DIANN H. STUEMPFLE, VICE PRESIDENT OF CITY COUNCIL

Mr. BEVILL. Mr. Eisemann, we are pleased to have you with us.

Mr. EISEMANN. Good afternoon, Mr. Chairman, members of the subcommittee.

Thank you for giving me the opportunity to appear today and to speak about the need for flood protection in Lock Haven. With me are Congressman Clinger and Mrs. Diann Stuempfle, Vice President of City Council, Councilmen Alfred Hoberman and George Shade, and City Manager, Frank Taggart.

We have come to Washington today to ask that you include funds in the FY '81 budget for the Lock Haven Flood Protection Project.

According to the Corps of Engineers, the level of funding should range from one-half million to one million dollars. This amount will permit the Corps to proceed with Phase I advanced engineering and design during the coming year.

The absence of an appropriation in the upcoming budget will halt all project planning and it will mean that a full year of project implementation will be lost to us—it is a year that we cannot afford to lose.

Considering the fact that Lock Haven has experienced a major flood on the average of one every seven years, it becomes extremely important that project planning continue uninterrupted during FY '81.

Mr. Clinger has reported on the current authorization status of our local flood protection project. We believe the Water Resources Development Act will receive congressional approval and that it will be signed by the President. With due regard to efforts to curtail public spending, we are confident that enlightened Federal leadership will provide a national policy for the 1980s which will include the continued support of and investment in worthy water resource development projects. The project for Lock Haven, Pennsylvania, falls in this category.

Lock Haven has sustained unprecedented flood damages in its 147 years of existence; as a result, protection from future flooding is our highest municipal priority. Fully 43 percent of our community is situated within the 100-year flood plain. This flood hazard area contains the entire Lock Haven central business district serving an estimated population of 38,900. It includes our major industries that employ 71 percent of the total county work force. It includes residential areas, churches and schools. Lock Haven had damages of $88.5 million as the result of tropical storm Agnes in June, 1972. Two of our major industries alone suffered damages of $22 million; the business district another $6.4 million; the residential areas another $17.8 million.

In my opinion, the Lock Haven Flood Protection Project has reached a crucial period. After many years of work the Corps of Engineers has developed a project that is both acceptable and economically justifiable. It represents a sound investment for Federal and local interests alike. We must now confront the very difficult job of linking project planning with project construction. Phase 2 advanced engineering and design is that link. We respectfully ask that this subcommittee favorably recommend the funds to keep us "on track" so we can look to the future with optimism.

Mr. Chairman, that concludes my testimony. Thank you for your attention. I look forward to another appearance as the Lock Haven Project develops further.

Mr. Bevill. We are mighty pleased to have our good friend and colleague here, Congressman Clinger. You may proceed and introduce those from your area who are here on this occasion and get their names in the record.

STATEMENT OF CONGRESSMAN CLINGER OF PENNSYLVANIA

Mr. Clinger. Thank you very much, Mr. Chairman.

I do not want to repeat what the Mayor has said here in support of the project. I just want to add my support for the project. It is in-

cluded in this year's bill in section 117, and it is in section 103 of the Senate bill presently undergoing markup. I think that the project has received strong support in the Congress. It is not one of the projects which has been under attack or subject to being amended out of the bill. We feel that it will be part of the act as enacted.

I would just like to underscore one thing that Mayor Eisemann spoke about; that is the real threat to the economic viability of the community that would be faced if we don't go ahead. Last spring, the largest employer in Lock Haven and indeed in my congressional district, Piper Aircraft, announced they were going to move the production out of Lock Haven primarily because of the severe damage they had sustained in the Agnes flood and because of the continued threat of additional flooding year after year after year. It would have meant the loss of a great many jobs in the area.

What we were faced with, was the prospect of this very significant part of the economy moving out. As a result of the inclusion of this project in the bill, they have now changed their plans. They are keeping the plant there and hope to go forward. It would be a really disastrous blow to us if the project could not go forward. They are really relying on the fact there is going to be essentially a flood control project there. So I think that is very essential to us to go forward with the project.

Mr. BEVILL. Flood control historically has saved over seven dollars for each dollar invested. It has been a very good invesment.

Mr. CLINGER. Indeed it has, Mr. Chairman, and we certainly feel this would continue that fine record.

Mr. BEVILL. Thank you so much.

Mr. BURGENER. I am delighted to hear Piper is still there.

Mr. CLINGER. We hope to keep them there.

Mr. MYERS. Are they still employing quite a few people?

Mr. EISEMANN. They are in a slump now, but they are still healthy.

Mr. BEVILL. Your prepared statement will be inserted in the record at this point.

[The information follows:]

TESTIMONY OF THE HONORABLE WILLIAM F. CLINGER, JR.

I am here to request that this Committee favorably consider including in its 1981 budget funding for Phase II Advanced Engineering and Design for the Flood Protection Project at Lock Haven, Pennsylvania, the first step in the construction process.

Lying at the confluence of the West Branch of the Susquehanna River and Bald Eagle Creek, Lock Haven has suffered a major flood on the average of once every seven years. The flood following tropical storm Agnes in 1972 devastated the city and prompted a Corps flood protection feasibility study. The Water Resources Development Act of 1976 authorized Phase I engineering and Design for a flood wall and levee system to protect the city from future flooding.

Authorization for construction of the Lock Haven project is included in Section 117 of the House-passed Water Resources Development Act of 1979. It is also included in Section 103 of S. 703, now under consideration in the Senate Committee on Environment and Public Works. The Lock Haven project has strong support in Congress; it is not one of the projects about which the Administration has expressed reservations, and we expect it to be included in the Water Resources Development Act upon its enactment.

It is very important that funding for the Lock Haven project be included in the Fiscal year 1981 budget so that work on this vital project may continue without

interruption. The city's major industries sustained severe loss during the Agnes flood and have remained in Lock Haven largely because of the promise offered by this flood control project. I would like to cite one example of the importance of flood control to Lock Haven's economic health.

Last spring, Piper Aircraft, the largest employer in Lock Haven and indeed in my Congressional district, announced plans to remove production of its Cheyenne I and II lines from Lock Haven, which would have meant the loss of at least 700 jobs from the area. This was widely perceived as a first step towards Piper's closing down its entire Lock Haven operation, which would mean the direct loss of 2500 to 3000 jobs and the indirect loss of many more. Following the inclusion of authorization for the Lock Haven project in the House omnibus bill, however, Piper suspended its plans to move its operations from the city.

You can see that it is vitally important to the city, to Clinton County, and to the entire region that the promise provided by authorization of the Lock Haven project be fulfilled now prompt funding for construction. With me here today to convey support for Lock Haven flood protection are several representatives of the community. The Mayor of Lock Haven, Mr. William A. Eisemann, would like to speak now on their behalf.

POTTSTOWN, PENNSYLVANIA FLOOD CONTROL PROJECT

WITNESS

HON. RICHARD T. SCHULZE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF PENNSYLVANIA

Mr. BEVILL. Our good friend and colleague, Congressman Schulze has just come in and we will recognize him at this time.

STATEMENT OF CONGRESSMAN SCHULZE OF PENNSYLVANIA

Mr. SCHULZE. Mr. Chairman and Members of the subcommittee, thank you for giving me this opportunity to testify on H.R. 2819, which would provide for a flood control project for the borough of Pottstown, in Montgomery County, Pennsylvania.

During these hearings yu have heard many compelling cases which are worthy of your attention. I believe the situation currently existing in Pottstown requires immediate action by this subcommittee.

Pottstown, a community of 25,000 people, is experiencing a slow economic death. Periodic floods are washing away the determination as well as the structural and economic foundations of this once-viable community.

The region has been adversely affected by the recent closing of a Bethlehem Steel Plant and the announced closing of a Firestone Tire Plant facility which employs 2,400 workers. The lack of a flood control project exacerbates regional economic decline, and is the major impediment to the revitalization of the area.

Pottstown has lost an estimated $8 million in new industrial development due to its proximity to the Schuylkill River flood plain. Not only have local officials been unable to attract new business, but in the last six years five industries have relocated, taking with them 1,475 jobs. The planned evacuation of two more local industries in the next several years will eliminate still more jobs in a township which is burdened by an unemployment rate 2 percent higher than that of Montgomery County.

Three times in the last nine years, the residents of Pottstown have suffered the economic and personal dislocation of a major flood. In

February, 1971, Pottstown was hit by a deluge measuring 17.2 feet above flood stage.

Again, in June, 1972, industrial and residential sections of Pottstown were devastated by waters reaching 27 feet above the flood stage.

In January, 1976, yet another flood 17.8 feet above flood stage, struck Pottstown. Since the 1976 disaster, a number of smaller floods have occurred.

In the last decade, Pottstown has lost approximately $25 million due to flooding. Additionally, flood damage in the last six years cost the commercial and industrial segments of the community $14 million, emergency clean-up another $4.75 million, and damage to private residential areas $4.25 million.

The lack of security and confidence posed by the constant threat of flooding prevents Pottstown from attracting new business and from keeping existing industry. Flood restraints could restore to this town its heritage as a vital industrial center.

The people who live along the Schuylkill River in Pottstown have made every effort at the local level to improve protection for their homes and businesses. I feel that we should now do our part of helping them to accomplish what they are unable to do by themselves.

My bill shows a recognition of this severe problem and it enables the Corps of Engineers to provide some of the assistance that is so desperately needed.

This community meets the criteria outlined in section 209 of the Flood Control Act of 1970. It is apparent to even the casual observer that a flood control project would enhance regional economic development and improve the quality of the environment for those living in and around Pottstown.

The $2.6 million investment which has been authorized by the House of Representatives in the Water Resources Development Act is certainly justified when we weigh the benefits to the Nation which are derived from a healthy community with thriving industry, versus regional decay which generates unemployment, saps our tax base, and generally impedes economic growth.

While the Administration would have us believe that all water projects are a waste of money, the fact is that the investment called for in this legislation is small compared to the Federal disaster relief funds which have been spent and will be spent if we deny these citizens protection from the most feared natural disaster known to man.

The authorization for the Pottstown Project is certainly justified and this subcommittee is to be commended for its efforts in developing a comprehensive water policy for the United States. A policy which I believe will protect this Nation from the type of shortages we are experiencing in the energy field.

Had we developed a comprehensive energy policy 20 years ago, we would not be experiencing our current dilemma today.

In summary, Mr. Chairman, let me say that since I am certain that you do not support economic strangulation and death for Pottstown or any community in the United States, I implore you to vote to include this small but vital project within this year's Energy and Water Development Appropriation Bill.

As elected Representatives, we have a responsibility to protect our citizens and give them the opportunity to live without the constant and unnecessary fear of impending destruction because of violent flooding conditions.

Finally, I ask unanimous consent to have included in the record a letter I have received from the Plant Manager of the Doehler-Harvis Casting Company in Pottstown.

Thank you for your consideration and I stand ready to assist you in this endeavor.

[The information follows:]

NL Doehler-Jarvis
Castings

20 March 1980

The Honorable Richard T. Schulze
223 Cannon House Office Building
Washington, D.C. 20505

Dear Congressman Schulze:

It is my understanding that there will be hearings on 26 March 1980, concerning contemplated measures to eliminate or mitigate the floods that occur in the Pottstown area. I am writing this letter to you to briefly outline the damages and threats of damages that flooding of the Schuylkill River have caused to the Pottstown Plant of Doehler-Jarvis Castings Division, NL Industries, Inc., of which I am now Plant Manager and have been associated with the Plant since 1946.

In June of 1972, the river rose 30 feet above its normal level and flooded the first floor (not a basement but an operations area) to a depth of 7 feet. The surface of the Schuylkill River adjacent to our location is normally 122 feet above sea level. The first floor of our plant is at 145 feet above sea level and, therefore, is 23 feet above the river.

The flood caused a complete halt of our operations for one month, but it wasn't really until the following September that all our operations were restored to their normal condition. During this time, several hundred of our work force of 1000 people were enlisted in clean-up duties while the remainder, of course, were unemployed.

Besides the loss of earning power of our employees and the loss of earnings to NL Industries, resulting from lost sales, the Company also suffered an out-of-pocket cost of three-quarter million dollars in getting the plant back in operating condition.

While it was stated in 1972 that the flood was a "once in 100 years occurrence", the River's antics in the ensuing years do not give us much confidence in the credibility of such a pronouncement. To support our doubts, I have attached a map of our property with contour lines showing how much of our property has been flooded since June 1972. Also attached is an aerial view of the results of the 1972 flood, showing the Plant clearly surrounded by water, as well as the U.S. Route 422 Bypass and exit spurs from the Bypass which were also under water.

NL Doehler-Jarvis Castings/NL Industries, Inc.
Pottstown Plant: Old Reading Pike, Stowe, Pa. 19464 Tel. (215) 323-1100
Mailing Address: P.O. Box 318, Pottstown, Pa. 19464
Plants at: Batavia, N.Y., Toledo, Ohio

At the present time our plant, which has a floor area of 450,000 square feet, is operating very close to full capacity, despite present economic conditions. We are engaged in the manufacture of aluminum and zinc die castings, which are used not only in the automotive industry but in many items of the industrial, consumer and National Defense market sectors.

We are recognized as a leader in the jobbing die casting industry and continuing capital expenditures, upgrading and improving our basic technology and process, give us optimism that our business will continue to grow. However, with the continuing threats of flooding of our 78 acre property over the past seven years, as evidenced by the attached map, one can easily understand our reluctance to add bricks and mortar to the Pottstown location.

We do appeal to you and to the Committee taking testimony, that the uncontrolled and frequent flooding of the Schuylkill River is a serious flaw in the infrastructure of the Pottstown area and certainly deserves substantial deployment of Federal resources towards controlling the River.

Very truly yours,

P. W. Marshall, P.E.
Plant Manager

PWM:ml

Enclosures

Mr. BEVILL. You must have convinced everybody.

This committee will work with you and we appreciate your fine testimony.

Mr. SCHULZE. That is very kind and I know of your busy schedule and will stand ready at any time to assist in any way I can.

Mr. BEVILL. We will stand in temporary recess. Congressman Hughes is on his way.

[A brief recess was taken.]

NEW JERSEY PROJECTS

WITNESS

HON. WILLIAM J. HUGHES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY

Mr. BEVILL. We are pleased to have both of our distinguished colleagues here. We will take Congressman Hughes first and then we will hear from Congressman Carney.

STATEMENT OF CONGRESSMAN HUGHES OF NEW JERSEY

Mr. HUGHES. First of all, I appreciate your permitting me to testify on several projects that are extremely important to the Second Congressional District.

Let me just, first of all, offer if I might my complete statement for the record.

Mr. BEVILL. It will be made a part of the record.

[The statement follows:]

STATEMENT BY THE HONORABLE WILLIAM J. HUGHES,
D-2nd, BEFORE THE HOUSE APPROPRIATIONS SUB-
COMMITTEE ON ENERGY AND WATER DEVELOPMENT,
MARCH 27, 1980

MR. CHAIRMAN, thank you very much for allowing me to testify today.

I have the privilege of representing a District which includes 90 miles of Atlantic Ocean coastline, and which is traversed by one of the nation's major commercial shipping routes, the Intracoastal Waterway. These two waterways, and the inlets which connect them, have long played an integral role in our economy in South Jersey. They are the focal point of our large fishing and shellfish industries, and are key elements in our tourism and recreation industry, which is the second largest industry in the entire State. There is simply no way to overstate the importance of these waterways to our region, and the need to maintain the federal projects which already exist at various locations along them.

President Carter's budget message recognized this need, at least in part, by recommending funding for five important federal projects in my District. I would like to voice my strong support for all five of these programs at this time, and urge the Subcommittee to approve them intact.

The first project called for in the budget recommends $348,000 for maintenance dredging in Absecon Inlet, The existing federal project in Absecon Inlet was completed in 1957. However, the last maintenance dredging occurred in 1978, and the Army Corps of Engineers has since determined that it is now time to remove approximately 80,000 cubic yards of sand from the channel. I hope that this funding will be approved, so that this work can get underway this summer.

The second budget item recommends $334,000 for Barnegat Inlet, also for operations and maintenance work. The initial federal project in Barnegat Inlet was completed in 1940, and has since been improved a number of times by the federal government. The most recent improvement was completed in 1974, when the north jetty was raised to facilitate maintenance dredging in the channel.

The current budget request would enable the Army Corps to remove about 50,000 cubic yards of sand from the channel. This accumulation of sand has made Barnegat Inlet extremely hazardous to the sizable boating population which depends upon this navigation channel, and it is important that this dredging be performed as soon as possible. I might point out that the Army Corps has traditionally used a sidecasting dredge to clean out Barnegat Inlet. However, last year the Corps removed the sand hydraulically and pumped it onto the beaches of Long Beach Island, to replace the sand which had been washed away during the previous winter's storms. I would like to see the Army Corps continue this practice, since it enables us to accomplish two major goals in Ocean County at the same time: dredging of Barnegat Inlet, and replenishment of the beaches along Long Beach Island.

The third budget item involves $781,000 to dredge the Cold Spring Inlet in Cape May County. This project was completed by the federal government in 1942, and among other things, serves the U.S. Coast Guard Training Center in Cape May. Maintenance dredging of Cold Spring Inlet this year is expected to remove about 50,000 cubic yards of sand from the inlet channel.

The fourth project provides $825,000 for maintenance dredging at several points along the New Jersey Intracoastal Waterway. As I pointed out earlier, the Inland Waterway is a vital commercial shipping route, and these funds are needed to clean out a number of trouble spots along the waterway.

The only budget item which does not fall under the operations and maintenance category involves $50,000 to continue the ongoing Phase One study at Barnegat Inlet. This study is aimed at determining the feasibility of constructing a new south jetty in the Inlet, to permanently control the shoaling which regularly disrupts the channel. This Phase One study has been funded by Congress for each of the past two years, at a total cost of $300,000. The additional $50,000 is needed to keep this study on schedule.

You may remember, Mr. Chairman, that last year I presented this Subcommittee with petitions bearing 52,000 signatures in support of this Barnegat Inlet project. It was a tremendous display of local support for a federal project, and I can only assure you that this support has increased even more this past year. Barnegat Inlet is absolutely vital to the economy of Ocean County. I would urge the Subcommittee to allow this Phase One study to be completed, so we can determine the need for this proposed new south jetty. The Army Corps has assured me that this Phase One study can be completed by fiscal 1981 if it is permitted to remain on schedule.

At this time, Mr. Chairman, I would like to request that the Subcommittee add funds to this year's budget for one more project in my District. This project involves the dredging of the mouth of the Maurice River in Cumberland County. The total amount needed by the Army Corps to perform this dredging is $300,000.

I hesitate to make this request, Mr. Chairman. I know that you share my concern about the need to reduce federal spending, and to bring inflation under control. I also know that this Subcommittee has been asked to shoulder a large share of the budget cuts which are now being proposed. I make this request only because we have a critical situation along the Maurice River, and we have no recourse but to turn to Congress for these dredging funds.

The entrance channel to the Maurice River is right at the center of our shellfish industry in South Jersey. This industry was in a terrible depression for many years, but has been making a remarkable comeback of late. New jobs have been created, and this industry has sparked a rebirth in housing and other programs in local communities which have really been suffering for a long time.

Unfortunately, this industry is entirely dependent on unrestricted access between the Maurice River and the Delaware Bay. Today, the conditions in the mouth of the river have deteriorated to the point where oyster boats can only navigate the channel at high tide, if at all. The average depth of the channel at mean low water is just four feet, and our oyster boats need a draft of at least six feet to make it through the channel.

The Army Corps has already completed a thorough study of this project, and has concluded that it is both badly needed and fully justified from a cost standpoint. I have with me a letter from Col. James Ton, District Engineer, which shows that the benefit-cost ratio of this project is 2.3, and that the Corps has a fiscal 1981 capability of $300,000. I would like to have this letter inserted in the record along with my testimony. I have already discussed this project with Col. Ton, and he indicated to me that the study of this project was not completed until just after the deadline for this year's budget requests. Otherwise, he said the project surely would have been recommended for funding in this budget, due to its importance.

I might add that other industries besides the shellfish industry also depend on this particular navigation channel. The Dorchester shipyard, which is located about nine miles up the Maurice River, has indicated that it cannot get large vessels up the river to repair them. As a result, its work force has been reduced in recent years from 550 to just 50. They blame these lost jobs entirely on the shoaling problem at the mouth of the channel.

As I said before, I know this is a difficult time for the Subcommittee to consider new budget items. However, I would urge you to please consider all of the circumstances here, and to look favorably upon this rather small request for funds to dredge the mouth of the Maurice River.

Before I conclude, Mr. Chairman, I would like you to know that I had originally intended to ask the Subcommittee to fund two other projects in my District as well. They involved $775,000 to repair the jetty in Cold Spring Inlet alongside the U.S. Coast Guard Training Center, and $500,000 to repair bank erosion in the Cape May Canal.

Once again, these are important projects, and the Army Corps has found them to be justified from a cost standpoint. In the case of Cold Spring Inlet, the jetty which protects the Coast Guard base has been breached, and a substantial amount of erosion has already occurred in the vicinity of the electronics center. While this problem does not pose an immediate threat to the Training Center, I am afraid it will only worsen over the next year, and the costs of repairing the jetty will be considerably higher. The same holds true for the Cape May Canal, which has experienced a substantial amount of bank erosion in recent years. This problem is not yet at a critical stage, but I feel that a delay in repairing the bank will also add substantially to the ultimate cost.

However, Mr. Chairman, I have decided not to ask the Subcommittee to fund these two projects at this time. We have an overriding responsibility in Congress to reduce federal spending this year. The only way we are going to achieve this goal is through discipline. We can't expect the federal government to fund every project and program around the country, and still achieve the budgetary restraints that are so desperately needed. I strongly support these projects, and I would like to see them funded this year. The line has to be drawn somewhere on federal spending, though, and as much as it hurts us in South Jersey to temporarily delay these projects, I think this is a good place to start.

That concludes my prepared statement, Mr. Chairman. I would be pleased to answer any questions you may have.

# # # # # #

SUMMARY

Mr. HUGHES. I will try to indicate to you why I think those projects are so important.

First, we have a total of some 6 projects, five of which are in the budget which has been submitted by the President. Four of those are operating and maintenance programs, mainly dredging, the first one being the Absecon Inlet, which is the inlet right adjacent to Atlantic City, and we are asking for $348,000 to include dredging for that inlet.

Barnegat Inlet, which I know the committee is very familiar with, needs an additional $324,000, and once again, it has been submitted as part of the President's budget for dredging.

That is one of the busiest inlets up and down the coast.

We also are asking for an additional $50,000 for the advance engineering design work that is taking place in connection with that particular inlet. It is very treacherous, and it is our belief we need a south jetty to keep the inlet stabilized.

We lose lives in that particular inlet every year. Those two items deal with Barnegat.

I am also seeking $825,000 for maintenance dredging in the Intercoastal Waterway which, as you know, is a vital link, north to south, in my district. It is important to commerce in the area. Tourism is our second largest industry in New Jersey.

It is the second largest in our State, and the inland waterway system is extremely crucial. We have a number of bottlenecks where it is badly shoaled. There is as little as four feet of water in the inland waterway system, and finally, we are seeking for the Cold Spring Inlet in Cape May $781,000.

That again is for maintenance dredging. That inlet is right adjacent to the United States Coast Guard Training Facility.

That is the largest training facility that we provide in the country. There is only one other training facility, and that is in California, and it is essential that we keep that particular inlet open.

I am also seeking funding for one additional project which has not been submitted as part of the President's request, and that is a total of $300,000 for the dredging of the Maurice River. That houses the only oyster fleet that we have in that whole region, and we have not dredged that particular inlet for a number of years.

The reason it was not submitted as part of the President's budget is because the Army Corps did not have the work completed in time for this year's budget request.

I have a letter from James Ton, our District Engineer, that I would like to submit as part of the record.

Mr. BEVILL. It will be made a part of the record.

[The letter follows:]

1777

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS
CUSTOM HOUSE—2 D & CHESTNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

IN REPLY REFER TO
NAPOP-N

22 FEB 1980

Honorable William J. Hughes
House of Representatives
Washington, DC 20515

Dear Mr. Hughes:

This is in response to your letter dated 6 February 1980 concerning the proposed dredging of the Maurice River, Cumberland County, New Jersey.

Philadelphia District has expressed a capability of $300,000 in FY 1981 for maintenance dredging of the Maurice River. This assumes the existence of an environmentally-acceptable open water disposal area. The benefit-cost ratio of such a project is estimated to be 2.3. This capability amount does not consider fiscal constraints, the Administration's assessment of appropriate national priorities for Federal investments, nor the impact of stated capabilities for other individual projects on the Corps' overall capability.

We are currently preparing to issue the necessary public notice and performing the pre-dredging planning and coordination for this project. If the necessary approvals for overboard disposal are not forthcoming, it is not likely that sufficient benefits would exist to justify the significant additional expense involved in pumping the dredged material to an upland disposal site. I will keep you informed of the status of this project.

Sincerely,

James G. Ton

JAMES G. TON
Colonel, Corps of Engineers
District Engineer

Cy Furn:
Honorable William J. Hughes
Representative in Congress
2920 Atlantic Avenue
Atlantic City, NJ 08401

Mr. HUGHES. That indicates the need for that dredging this year.

We only have some four feet of water. The oyster industry in New Jersey has suffered for a myriad of reasons, not the least of which is problems with disease. It is just now rebounding, and it just would be disastrous for the industry if we couldn't get boats in and out of that particular port.

I also want to mention that I have not sought funding for two other projects which are important. I have decided not to request funding of $775,000 to repair the jetty at Cold Spring Inlet, right adjacent to the Coast Guard Base.

It is needed. The Coast Guard authorities are concerned, because we now have a breach in that jetty and it needs repairing. It has been like this for several years, and it has not reached a major proportion yet. It is not beginning to erode away sufficient land that it is imperiling the facility, and it will cost us more to do it next year, but recognizing budgetary constraints, I decided not to request any funding for that and the same thing with the Cape May Canal, where we need $500,000 to repair bank erosion.

The erosion now is caving in much of that earth but again that has happened for a number of years, and it will cost us more money next year or the following year to do it, but I decided not to seek funding for that this year.

Mr. BEVILL. I made a tour up there Saturday.

Thank you for your fine statement. We always appreciate your being here.

Mr. HUGHES. Thank you. I might say one additional thing. I just learned within the last couple of hours that the Army Corps has frozen all operation and maintenance dredging.

The Army Corps in my district was about ready to go to bid in the next few days on the Intracoastal Waterway, so we can get the dredging accomplished before the summer season. We depend upon three months as our season, and I am hopeful that we can resolve some of the financial problems that we are encountering.

Mr. BEVILL. We have got some serious financial problems.

MORICHES INLET, NEW YORK

WITNESS

HON. WILLIAM CARNEY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. BEVILL. We welcome our distinguished colleague, Mr. Carney. If you will summarize your statement, it will be helpful because we have an impending vote.

STATEMENT OF CONGRESSMAN CARNEY OF NEW YORK

Mr. CARNEY. Like Mr. Hughes from New Jersey, certainly I feel that our shellfish industry is very important. But I think there are additional complications with the inlet that we are talking about, the Moriches Inlet, covered in section 379 of H.R. 4788 of the Water Resources Development Act.

The Moriches Inlet is strategically located on Fire Island, the barrier beach of Long Island. If that closes, it would require boaters who would seek the refuge of the Bay in storms to travel 30 miles to the east before they can find another inlet.

In a period of four years from 1974 to 1978, six people have died in that inlet trying to find the shelter of the Bay.

The Coast Guard has decleared that indeed it is even dangerous for them to go out in their boats, which are designed to take the bay-ocean differentials and the dynamics of the water there. They have declared the Inlet unsafe for navigation at any time.

Six thousand boats a year use that inlet today. Even though that inlet has been officially closed by the Coast Guard for the last two boating seasons.

We have lost a great commercial enterprise in that area because the commercial fishermen can no longer get in and out for their ocean fishing. We are making great strides to bring back that type of business to Long Islanders, and it is crucial to us.

Recreational boating is crucial to us. I would like to go over and make that vote, so I will submit my entire testimony and I would appreciate the consideration of the committee.

Mr. BEVILL. I was in New York on Saturday and Corps specifically discussed this project.

Mr. MYERS. Is it budgeted?

Mr. CARNEY. It has been approved in the Water Resources Act. It is section 379 of the Water Resources Act.

Mr. BEVILL. Your entire statement will be included in the record.

[The statement follows:]

TESTIMONY OF CONGRESSMAN WILLIAM CARNEY

STABILIZATION OF MORICHES INLET, NEW YORK

I would like to request your support for the Moriches Inlet, New York, Stabilization Project, Section 379, of H.R. 4788, The Water Resources Development Act.

Moriches Inlet is located on Fire Island, in Suffolk County, New York. It is eighty miles east of New York City and 52 miles west of Montauk Point, Long Island's Eastern tip. Fire Island, Long Island's barrier beach, separates the Great South Bay and Long Island's Intercoastal Waterway from the Atlantic Ocean. There are approximately 60,000 boats in use in Suffolk County, with 6,000 of these operating in the tributary area of Moriches Inlet. New York State estimates that recreational boating in this area will increase by fifty percent by the end of the century.

The strategic location of the Moriches Inlet makes this project all the more important. The closest inlets to Moriches Inlet are Fire Island Inlet, 30 miles to the west, and Shinnecock Inlet 15 miles to the east. When Atlantic storms hit the Long Island area, boaters are unable to seek refuge in the inner bays unless they travel for the period necessary to reach the distant Fire Island and/or Shinnecock Inlets. This lack of a centrally located access to shelter is a safety hazard, that should be cured as soon as possible.

From 1974 to 1978, six people died in the inlet due to capsizing of vessels, while making attempts to seek the shelter of the inner bay. The rate of fatalities in Moriches Inlet is three times the national average according to Coast Guard statistics. The danger to boaters increases during storms, when they have less control of their ships as they pass through the outer bar at the inlet. In fact, the Coast Guard Station at Moriches Bay has indicated that even their vessels run the risk of sinking if they attempt to traverse the inlet and outer bar during a storm to rescue a ship that is in danger of sinking.

When the Moriches Inlet Project was authorized by the River and Harbor Act of 1960 (PL 86-645), there was substantial commercial fishing in the area. Because of the unstable condition of the inlet, this traffic has decreased. Making the inlet safe for navigation will cut down on the amount of fuel used by commercial as well as recreational boaters, as their travel distance to the ocean will be markedly decreased. Thus, the project is supportive of energy efficiency.

This amendment to the 1960 authorization will require five million federal dollars for construction, as well as additional money for maintenance of the area. As recently as December, 1978, the Corps of Engineers had issued a finding that supported the proposal.

The Long Island Regional Planning Board's Coastal Management Program has placed a *high priority* designation on completion of this project. The Suffolk County Legislature unanimously approved a resolution on December 17, 1979, supporting the proposal I am now advocating here. The Coast Guard and Army Corps of Engineers recognize the danger that the Inlet currently poses to life and property. The inlet is recognized by local governments to contribute to the economic viability of Suffolk County. Therefore, I urge you to favorably consider the project (Sec. 379, H.R. 4788) and approve the necessary appropriations. Its benefits are obvious, far-ranging and well worth the expenditure of federal funds involved.

Mr. BEVILL. We will stand in recess for about ten minutes while we go and vote.

Thank you, Bill, for an excellent statement.

[A brief recess was taken.]

NEW YORK PORT NAVIGATION PROJECTS

WITNESSES

COMMISSIONER SUSAN M. HEILBRON, PORT AUTHORITY OF NEW YORK AND NEW JERSEY
ANTHONY J. TOZZOLI, DIRECTOR, PORT DEPARTMENT
JOSEPH J. BIRGELES, SUPERVISING TRANSPORTATION PLANNER, REGIONAL DEVELOPMENT DIVISION
ALAN M. TUMOLILLO, DIRECTOR OF POLICY DEVELOPMENT

Mr. BEVILL. The committee will come to order.

The next group will be from the Port Authority of New York and New Jersey. We have Commissioner Susan M. Heilbron and Mr. Tozzoli.

Mr. TOZZOLI. I am Anthony J. Tozzoli, Director, Port Department of the Port Authority of New York and New Jersey.

I am joined by Commissioner Susan M. Heilbron of the City of New York Department of Ports and Terminals. Together we share the responsibility of also representing the 25 ports in requesting Federal funds be appropriated for the fiscal year 1981 for essential navigation and related projects in the Port of New York and New Jersey under the jurisdiction of the Civil Works Program of the U.S. Army Corps of Engineers.

We appreciate the opportunity to present our views.

I will try to summarize.

In summary, Port of New York and New Jersey interests are urging the appropriation of $7,300,000 in Federal funds in fiscal year 1981 allocated among the following five vital navigation projects, as compared to $3,691,000 recommended for only three of these projects in the Federal Budget:

The projects fall into three categories; the first two are the construction category and the first project is the New York Harbor Collection and Removal of Drift Project, and which the budget provided some $2.2 million and local interests are asking for $3,950,000.

Mr. BEVILL. I saw that on Saturday during my recent visit.

Mr. TOZZOLI. The second project is for a very important project in Newark Bay which is the deepening of the Kill van Kull and the Newark Bay Channels. There are no moneys allotted in the Federal budget, and we are asking for a modest sum of $200,000 to continue that project.

We come to the study category which we have a very important terminal in the City of New York on Staten Island, and we are looking for study money for the possibility of deepening the channel to that particular terminal, and it is to deepen the Arthur Kill Channel.

The budget does contain $100,000. We are asking for a modest increase moving to $150,000.

The final two projects are in the maintenance category, and these, of course, are most important. The first is the main channel into the New York Harbor, the Ambrose Channel, and the Ambrose Channel in the budget that was allotted had $1,391,000, and we are asking for $1,800,000 to bring that channel to full depth.

The second is the East River, the South Brother Island on the East, that we have in the Port that is crucial to the area, and there there was nothing in the Federal budget and we are asking for $1,200,000 for that.

I will speak to the first two projects and Commissioner Heilbron to the remaining three.

New York Harbor Collection and Removal of Drift Project was conceived in 1963 and has been underway since that time and is moving along quite nicely.

The current budget calls for $2.2 million to bring that program along, and we are asking for a bit more, principally because local funds have already been appropriated and we are concerned about the havoc that inflation may paly if it is delayed too long.

The budget does provide for $600,000 for the completion of the clean-up work at Liberty State Park in Jersey City, and $1.6 million for commencing work on Manhattan's East River waterfront. However, based on project work schedules as we proposed by local interests, clearance work can begin on the Jersey City and Elizabeth New Jersey waterfront, and in addition, planning also calls for advanced engineering and design work for Staten Island upper New York Bay, Brooklyn, Bayonne, and Hoboken and Northern Bergen waterfronts.

I might mention that the work that has already been done on this Park has transformed from blighted area which has the cause of much of the drift that has come into the Harbor, and Liberty State Park in Jersey City in this area has been transformed into a well-used park that is appreciated by the local people.

The specifics of it were the completion of the Park which we expect to be done in 1982. The State of New Jersey and the local municipal governments plan to commence clean-up work in Jersey City, if we

can get an additional $700,000 in Federal funds, and also the Elizabeth waterfront for another $700,000.

Another $200,000 is required for advanced engineering and design work planned for Bayonne, Hoboken and North Bergen waterfronts in New Jersey. The State's local matching share for Federal funds is available from a $30 million Beach and Harbor Restoration Bond Issue, of which $10 million was earmarked for this project, and we are concerned about how far that money will go.

Mr. BEVILL. We will hear from Susan Heilbron.

Mr. TOZZOLI. In total we are asking for an increase of $1,750,000 over moneys that were budgeted.

I will turn it over to Susan.

STATEMENT OF SUSAN HEILBRON

Ms. HEILBRON. First, I would like to support the recommendations that Mr. Tozzoli enumerated, especially the New York Harbor Drift Project with which you say you are familiar.

Mr. BEVILL. We have supported this important work in the past. I would note that there are funds in the budget.

Ms. HEILBRON. The pending transit strike in New York, in light of private companies, have rented boats, and will be moving about the channels and they also see first hand.

ARTHUR KILL

I would like to discuss three additional major concerns of ours. First is the Arthur Kill Channel which services the Howland Hook Marine Terminal. In May, 1979, a study of the feasibility of deepening and easing the bends of the existing New York and New Jersey Federal Navigation Project in the Upper New York Harbor was authorized by the House Committee on Public Works and Transportation.

As part of this study, the feasibility of creating a turning base to serve Howland Hook and other facilities in the area will be investigated.

The northern end of the Arthur Kill provides vessel access to the $100 million, 200-acre Howland Hook Marine Terminal of the City of New York. This terminal has undergone dramatic growth since it opened in 1972. There are more than 300 containership arrivals a year at Howland Hook, which I might mention is the second largest container terminal in the bi-state port. Development plans call for its expansion to 425 acres in the next few years.

The present navigation project consists of a channel which is 600 to 800 feet wide and 35 feet deep at mean low water. Clearly, these channel dimensions are not adequate for many of today's deeper-draft containerships. In addition, United States Lines, one of the major companies using the terminal, is considering the use of ships up to 900 feet long with a draft of more than 40 feet. Thus, channel deepening is required in the interest of shipping safety and economics, and the fullfillment of the employment potential of the terminal.

The budgeted $100,000 will allow an initial study of water and related land resource management issues. However, an additional appropriation of $50,000 will permit the early collection of technical data on the material to be dredged, which will facilitate the orderly planning of this project.

One of the problems we are running into about dredging is that we really have to analyze the dredging materials and know where the disposal is to plan. If we plan in advance, we might be able to prevent some of the dramatic situations that have plagued New York in the past few weeks.

The possibility that the Queen Elizabeth II could not arrive in New York because we couldn't get the necessary draining permits exists.

Lastly, the second and third concerns deal with channel maintenance. Many users of the Port of New York and New Jersey are concerned with the adequate maintenance of Federal navigation channels in the Port. Two systems in particular we are concerned with which are the Ambrose Channel and the South Brother River Island Channel.

Mr. Tozzoli told you what we are asking for there and I really won't, or I don't see the need to repeat it.

As I am sure, the Port of New York and New Jersey is the primary port in the Nation, and with the system of channels that is generally confined to relatively limited controlling depths, shoaling must be fully removed to ensure safe and economic shipping.

In summary, we are seeking $3 million for vital maintenance work in two major ship channels as compared to the $1.4 million originally allocated for only one channel maintenance project.

The additional funds are critical if the Port of New York is going to continue to make a major contribution to the regional and national economy.

I also should say that the presentations today, we have attempted wherever possible to keep our appropriations requests as low as possible, taking into consideration prevailing economic conditions.

However, it should be noted that the expenditure of those additional funds will increase the safety and productivity of the Port, and navigation projects, such as the ones that we have described, are important economic investments that will increase the efficiency and productivity of both capital and labor, and will help fight against inflation.

We hope that the committee will view those recommendations in this light.

Mr. BEVILL. Your joint statement will be in the record. Many of the problems you have mentioned I saw first hand. We are very much in sympathy with your request.

[The statement follows:]

STATEMENT BY ANTHONY J. TOZZOLI, DIRECTOR, PORT DEPARTMENT
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
AND
HONORABLE SUSAN M. HEILBRON, COMMISSIONER OF PORTS AND TERMINALS
CITY OF NEW YORK
ON BEHALF OF APPROPRIATIONS IN FISCAL YEAR 1981
FOR FEDERAL CHANNEL AND RELATED DEVELOPMENT IN NEW YORK HARBOR
BEFORE THE SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT
OF THE HOUSE AND SENATE COMMITTEES ON APPROPRIATIONS
CONGRESS OF THE UNITED STATES
WASHINGTON, D.C.
MARCH 27, 1980

Representing also:

Maritime & Port Organizations

Board of Commissioners of Pilots of the State of New Jersey
Maritime Association of the Port of New York
New York City Port Council on Promotion and Development
New York-New Jersey Port Promotion Association
New York Towboat and Harbor Carriers Association
United New Jersey Sandy Hook Pilots Benevolent Association
United New York Sandy Hook Pilots Benevolent Association

Civic Organizations

Brooklyn Chamber of Commerce
Chamber of Commerce and Industry of Northern New Jersey
Chamber of Commerce of the Borough of Queens
City of Newark
Department of Environmental Protection, State of New Jersey
Eastern Union County Chamber of Commerce (N.J.)
Greater Newark Chamber of Commerce
Hudson County Chamber of Commerce & Industry
Jersey City Division of Planning
New Jersey Alliance for Action
New Jersey Citizens Transportation Council
New Jersey Industrial Development Association
New Jersey State Chamber of Commerce
New York Board of Trade
New York Chamber of Commerce and Industry
Staten Island Chamber of Commerce
Union County Planning Department (N.J.)
West Side Association of Commerce in the City of New York

I am Anthony J. Tozzoli, Director, Port Department of the Port Authority of New York and New Jersey. I am joined by Commissioner Susan M. Heilbron of the City of New York Department of Ports and Terminals. Together we share the responsibility of also representing the 25 port, maritime, and civic interests listed on the cover of this statement in urging that federal funds be appropriated in Fiscal Year 1981 for essential navigation and related projects in the Port of New York and New Jersey under the jurisdiction of the Civil Works Program of the U.S. Army Corps of Engineers. We appreciate the opportunity to present our views and recommendations on these matters to the distinguished members of this Subcommittee.

Summary of Recommendations

Port of New York and New Jersey interests are urging the appropriation of $7,300,000 in federal funds in Fiscal Year 1981 allocated among the following five vital navigation projects, as compared to $3,691,000 recommended for only three of these projects in the Federal Budget:

	Funding Recommendation	
Construction Category	Local Interests	Federal Budget
New York Harbor Collection and Removal of Drift Project, New York and New Jersey	$3,950,000	$2,200,000
Kill van Kull and Newark Bay Channels, New York and New Jersey	$ 200,000	None
Study Category		
Arthur Kill Channel, Howland Hook Terminal New York	$ 150,000	$ 100,000
Maintenance Category		
New York Harbor, New York (Ambrose Channel)	$1,800,000	$1,391,000
East River, New York (South Brother Island Channel)	$1,200,000	None
TOTAL	$7,300,000	$3,691,000

These recommendations would increase the sums contained in the Federal Budget for Fiscal Year 1981 by $3,609,000.

I will speak to the first two projects, and Commissioner Heilbron to the remaining three.

New York Harbor Collection and Removal of Drift Project, New York and New Jersey

The Port Authority conceived the New York Harbor Collection and Removal of Drift Project as early as 1963, and it has been the privilege of the Port Authority to be the spokesman for the New York and New Jersey Waterfront Cleanup Project Coordinating Committee created to implement the project after it was authorized in 1974. This Committee consists of representatives from the States of New York and New Jersey, the City of New York, the New Jersey municipalities of Elizabeth, Bayonne, Newark, Hoboken, Jersey City and the Corps of Engineers, all working together to further the Drift Project.

The Coordinating Committee, based on the availability of required local matching funds and current project goals, has concluded that the budgeted sum of $2,200,000 will constrain the progress that could be realized. The budgeted funds will provide $600,000 for the completion of cleanup work at Liberty State Park and $1,600,000 for the commencement of work on Manhattan's East River waterfront. However, based on project work schedules as proposed by local interests, clearance work can begin on the Jersey City and Elizabeth, New Jersey waterfronts. In addition planning also calls for advanced engineering and design work for Staten Island Upper New York Bay, Brooklyn, Bayonne, Hoboken and North Bergen waterfronts.

Thanks to adequate federal funding, Liberty State Park has been transformed from a blighted, useless waterfront into an impressive well patronized and growing waterfront park. In this regard, I am pleased to report that during 1982 cleanup work at the Park will be complete. It is clearly a showcase of what the Drift Project can do. We wish to thank Congress for the success of Liberty State Park as it never could have occurred without your responsiveness in providing substantially more funds than budgeted in prior years. With the completion of the Park, the State of New Jersey and local municipal governments plan to commence cleanup work in Jersey City which requires an additional $700,000 in Federal funds and $700,000 for the Elizabeth waterfront. Another $200,000 is required for advanced engineering and design work planned for Bayonne, Hoboken and North Bergen waterfronts in New Jersey. The State's local matching share for Federal funds is available from a $30 million Beach and Harbor Restoration Bond Issue, of which $10 million was earmarked for this project.

The Drift Project is also ready to commence on the New York side of the bi-state harbor. Work was delayed on the Manhattan East River waterfront as a result of the need to respond to public concern over environmental and historic preservation questions, which have now been resolved. The State and City of New York are advancing the local cost share to support the budgeted funds. In addition, local planning calls for advanced engineering and design

work for the Staten Island Upper New York Bay shoreline from St. George to the Verrazano Narrows Bridge, and the Brooklyn waterfront at an additional $150,000.

We, therefore, urge that a total of $3,950,000 or $1,750,000 more than budgeted, be provided to take advantage of local matching funds presently available. This will assure the full potential of cleanup work for the Drift Project in Fiscal Year 1981.

Kill van Kull and Newark Bay Channels

In June 1972, a critically needed study of a deepening and selective widening of the Kill van Kull and Newark Bay Channels was authorized by Resolution of the House Committee on Public Works. This federal waterway functions primarily as an access channel to deepwater tanker facilities of Exxon, Hess, Howard Fuels, Gordon Terminal, El Dorado Terminal, and Texaco on the Kill van Kull, and the general cargo-container terminals at Elizabeth and Port Newark on Newark Bay. The 2,200-acre Port Newark and Elizabeth seaport complex, a $400 million development with an annual payroll in excess of $87 million, handled more than 11 million long tons of cargo in 1978.

The New York District Engineer has substantially completed his investigation into the feasibility of navigation channel improvements and recommended that Federal participation is warranted in a plan of improvement for the Kill van Kull and Newark Bay waterways. This plan provides for deepening the existing 35-foot channel to 44 feet below mean low water, and for the easing of selected bends. This selected plan of improvement has an impressive benefit-cost ratio of 8.4 to 1, and was chosen as both the National Economic Development Plan and the Environmental Oriented National Economic Development Plan. We anticipate that this survey report will be transmitted to Congress by the end of this calendar year for construction authorization.

Port interests are anxious to maintain a steady rate of progress for this urgently needed project, with as few idle periods as possible. Construction authorization is not expected until late in Fiscal Year 1981. In order to expedite this project we urge a preauthorization appropriation of $200,000 be provided in Fiscal Year 1981 for advanced engineering and design work. There are no funds in the Federal Budget for this work, but we understand that this is possible under the Water Resources Development Act of 1976, Section 110 (c). This Act contains a provision that at such time as the Chief of Engineers forwards his recommendations for a water resources development project to the Secretary of the Army for transmittal to the Congress, the Chief of Engineers can be authorized to undertake the design memorandum stage of advanced engineering for such a project. We further understand that appropriated funds continue to be available for such purposes under this authorization. Therefore, we respectfully request that such advance funding be provided at this time.

I will now ask Commissioner Heilbron to elaborate on the balance of our funding recommendations for other federal navigation projects in the port

* * * *

Thank you, Mr. Tozzoli, I am Susan M. Heilbron, Commissioner of Ports and Terminals, City of New York. I wish to thank the Committee for the opportunity to convey the joint recommendations of the City of New York and the Port Authority for federal navigation improvements in the Port of New York. Before I discuss the other projects in our Region's recommendations, I want to endorse wholeheartedly the funding recommendations enumerated by Mr. Tozzoli, in particular the funds necessary to keep the New York Harbor Drift Project on schedule. A federal appropriation of $3,950,000 will provide the funds in Fiscal Year 1981 that will allow harbor cleanup -- which has been delayed essentially for environmental considerations -- to progress in New York City. Our ability to initiate, and expand, the Drift Project in New York with matching local funds provides a clear indication of our commitment for the harbor cleanup project.

Arthur Kill Channel, Howland Hook Terminal New York

I would like to discuss two additional major concerns of ours; first, the Arthur Kill Channel, Howland Hook Marine Terminal New York Project. In May, 1979, a study of the feasibility of deepening and easing the bends of the existing New York and New Jersey Federal navigation project in the Upper New York Harbor, westward to the Howland Hook Marine Terminal on Staten Island was authorized by the House Committee on Public Works and Transportation. As part of this study, the feasibility of creating a turning basin to serve the Howland Hook Marine Terminal and other facilities in the area will be investigated.

The northern end of the Arthur Kill provides vessel access to the $100 million, 200 acre Howland Hook Marine Terminal of the City of New York. This terminal has undergone dramatic growth since it opened in 1972. There are more than 300 containership arrivals a year at Howland Hook, which I might mention is the second largest container terminal in the bi-state port. Development plans call for its expansion to 425 acres in the next few years.

The present navigation project consists of a channel which is 600 to 800 feet wide and 35 feet deep at mean low water. Clearly, these channel dimensions are not adequate for many of today's deeper-draft containerships. In addition, United States Lines, one of the major companies using the terminal, is considering the use of ships up to 900 feet long with a draft of more than 40 feet. Thus, channel deepening is required in the interest of shipping safety and economics, and the fullfillment of the employment potential of the terminal.

The budgeted $100,000 will allow an initial study of water and related land resource management issues. An additional appropriation of $50,000 will permit the early collection of technical data on the material to be dredged, which will facilitate the orderly planning of this project. It is a project which we in the City of New York are most anxious to pursue. We urge that a total of $150,000, or $50,000 more than budgeted, be provided for this project so that effective planning can occur in the initial stages of this study.

Channel Maintenance

Our second concern deals with channel maintenance. Many users of the Port of New York and New Jersey are concerned with the adequate maintenance of federal navigation channels in the port. In an apparent effort to cut costs, the Federal government failed to fund adequately channel maintenance in the New York area. Two federal waterway systems in particular -- Ambrose Channel and South Brother Island Channel -- especially concern us. The Ambrose Channel serves as the main entrance to the Port of New York and New Jersey and accounts for more than 14,000 ocean vessel movements annually. The Corps of Engineers reports that shoaling has occurred in the range of three feet above the authorized project depth of 45 feet at mean low water. While the Federal Budget provides $1,391,000 for this project, $1,800,000 is needed to restore the channel to its full authorized project depth.

The South Brother Island Channel in the East River is used for the delivery of 12 to 15 million barrels of residual and distillate fuel oils by approximately 90 ocean tankers and more than 400 barges annually. Because the channel's depth has shoaled to 28 feet -- instead of the 35 foot depth authorized -- tankers require lightering in order to proceed to the terminal facilities at the head of the channel. This results in additional ship delays, increased expenses, and greater risks of oil spills. The Budget presently provides no funds for restoring the authorized project depth in this channel; therefore, we strongly urge an appropriation of $1,200,000 to accomplish this task.

The Port of New York and New Jersey is the nation's leading seaport. In 1979, it accounted for nearly 14,400 ocean vessel arrivals and departures. With a system of channels that is generally confined to relatively limited controlling depths, shoaling must be fully removed to insure safe and economic shipping. In summary, we are seeking $3,000,000 for vital maintenance work in two major shipping channels, as compared to $1,391,000 originally allocated for only one channel maintenance project. The additional funds are critical if this Port is to continue to make a major contribution to the regional and national economies.

I want to conclude our presentations by assuring you that we have attempted, wherever possible, to keep our appropriations requests as low as possible, taking into consideration prevailing economic conditions. However, it should be noted that the expenditure of these additional funds will increase the safety and productivity of the port. Navigation projects, such as the ones described today are important economic investments that will increase the efficiency and productivity of both capital and labor and will help in the fight against inflation. We hope that the Committee will view our recommendations in this light.

Thank you.

NEW YORK PROJECTS

WITNESS

HON. RICHARD L. OTTINGER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. BEVILL. The Chair will recognize Congressman Ottinger at this time.

STATEMENT OF CONGRESSMAN OTTINGER OF NEW YORK

Mr. OTTINGER. Mr. Chairman and Members of the subcommittee, I appreciate this opportunity to bring to your attention several of my concerns about funding for water resource projects located in Westchester County, New York.

Specifically, the points I want to raise concern proposed FY '81 budget cuts in water resources projects; appropriations for several water resources projects contained in H.R. 4788, the Water Resources Development Act; and the status of the Water Resources Council.

The President's FY 1981 budget submitted to Congress in January funds all authorized water resources projects in my Congressional District and in Westchester County at full capability levels. These projects include maintenance dredging of Milton Harbor, Rye, New York ($165,000) and the completion of construction of the flood control project in Yonkers, New York ($2,552,000).

I urge the subcommittee to adopt these requests.

I am concerned that efforts to balance the budget may result in funding cuts for water resources projects.

Cuts in existing and beneficial projects would, in these inflationary times, result in a loss in the production value of the Federal Government's dollar, additional costs to the Federal Government under the flood insurance and disaster relief programs, and undue hardship and economic loss to the citizens and municipalities affected by the water resources projects.

The Water Resources Development Act of 1979, H.R. 4788, which was passed by the House in February, contains several provisions which directly affect existing water resources projects in my Congressional District.

Section 101 authorizes the construction of flood control improvements for the Mamaroneck, Sheldrake, and Byram River watersheds, including flood protection along the Upper Sheldrake in the Town of Mamaroneck.

The original study for these projects was authorized by the House Public Works Committee almost one-quarter of a century ago. The floods are continually getting worse in that area. The lack of flood protection results in a net loss to the government for the money which has to be paid out for the flood damages which occur on an annual or biannual basis.

The benefit-to-cost ratios of the Mamaroneck, Sheldrake, and Byram Rivers projects are 1.2 and 1.3 respectively.

H.R. 4788 authorizes $37,500,000 for these projects. It is my understanding that if the Mamaroneck, Sheldrake project is authorized, the New York District would need $1 million for the first increment of the Phase I, General Design Memorandum.

These funds would be used over a 30-month period. For the Byram River project, the New York district would need $140,000 for the first increment of the Phase I, General Design Memorandum to be used over a 24-month period.

I have been working on the Mamaroneck, Sheldrake and Byram Rivers projects ever since I have been in Congress. The project has been studied for years and years and we have had numerous public hearings. Reams and reams of paper have been produced on the project indicating the critical need for flood protection, yet no structural improvements have been made. It has been the longest and most frustrating process that I have ever experienced. I could literally break down and cry, to say nothing of my constituents.

Mr. BEVILL. Well, I was there Saturday and the Corps briefed me on many of your projects and pointed out the many problems.

Mr. OTTINGER. The houses in downtown Mamaroneck, where I live, have flooding of up to nine feet of water. The water reaches the second story of the houses, and ruins the furnaces and furniture.

The principal business in town has indicated that if they have another flood they are going to leave.

Mr. BEVILL. The 1.2 and 1.3 that you mentioned is probably very conservative. The Corps has been very conservative in making those estimates through the years.

Mr. OTTINGER. Well, Mr. Chairman, I know you must vote.

I will be glad to complete my testimony.

Mr. BEVILL. Of course, we will put your entire statement in the record.

Mr. OTTINGER. There is one thing I would like to say. All of these projects are being held up by this Water Resources Council issue, and I will be glad to be helpful in resolving it in any way that I can.

We simply have to break that deadlock.

Mr. BEVILL. We will be pleased to have your good help because you could be of tremendous help to us. We do have problems there, as you mentioned earlier. We also have the money problem, but this committee will work with you.

Mr. OTTINGER. Very good, and I want to thank you very much, Mr. Chairman. I was not able, because we didn't get notice or I was not on top of it, to testify with respect to the energy projects.

I would appreciate the opportunity to present some of our very great concerns to you at the appropriate time.

Mr. BEVILL. If you would submit your statement by April 2, we will make it part of the record.

Mr. OTTINGER. I thank you for your consideration.

[The statement follows:]

STATEMENT OF HON. RICHARD L. OTTINGER

Mr. Chairman and members of the Subcommittee, I appreciate this opportunity to bring to your attention several of my concerns about funding for water resources projects located in Westchester County, New York. Specifically, the points I want to raise concern proposed FY 81 budget cuts in water resources projects; appropriations for several water resources projects contained in H.R. 4788, the Water Resources Development Act; and the status of the Water Resources Council.

The President's FY 81 budget submitted to Congress in January funds all authorized water resources projects in my Congressional District and in Westchester County at full capability levels. These projects include maintenance dredging of Milton Harbor, Rye, New York ($165,000) and the completion of

construction of the flood control project in Yonkers, New York ($2,552,000). I urge the Subcommittee to adopt these requests.

I am concerned that efforts to balance the budget may result in new funding cuts for water resources projects. While the exact nature of the cuts are unknown at this time, I request that the Subcommittee reject all efforts to withdraw funds from ongoing projects that have positive benefit-to-cost ratios and in which there has already been a substantial public investment. Cuts in existing and beneficial projects would, in these inflationary times, result in a loss in the production value of the Federal government's dollar, additional costs to the Federal government under the flood insurance and disaster relief programs, and undue hardship and economic loss to the citizens and municipalities affected by the water resources projects.

The Water Resources Development Act of 1979 (H.R. 4788), which was passed by the House in February, contains several provisions which directly affect existing water resources projects in my Congressional District.

Section 101 authorizes the construction of flood control improvements for the Mamaroneck, Sheldrake, and Byram River watersheds, including flood protection along the Upper Sheldrake in the Town of Mamaroneck. The original study for these projects was authorized by the House Public Works Committee almost one-quarter of a century ago. Since that time, no structural improvements have been made and as the communities adjacent to the rivers have grown, the flood problem has worsened. Millions of dollars worth of damages have occurred as a result of flooding and in one storm several years ago, a man was drowned as his car was engulfed in flood waters. The benefit-to-cost ratios of the Mamaroneck, Sheldrake, and Byram Rivers projects are 1.2 and 1.3 respectively. H.R. 4788 authorizes $37,500,000 for these projects. It is my understanding that if the Mamaroneck, Sheldrake project is authorized, the New York District would need $1 million for the first increment of the Phase I, General Design Memorandum. These funds would be used over a 30-month period. For the Byram River project, the New York District would need $140,000 for the first increment of the Phase I, General Design Memorandum to be used over a 24-month period.

Section 313 of H.R. 4788 modifies the authorized navigation project at Mamaroneck Harbor, New York, and allows the Federal government to pay 80% of the costs associated with disposing of the dredged material in ocean waters. It is estimated that $400,000 in Federal funds are necessary for this purpose. Such Federal assistance will enable the Village to keep its harbor open and maintain the local economy.

Finally, Section 420 of the Act reverses a 1978 regulation of the Corps which redefined the Federal interest in urban flood protection and resulted in the termination of a number of small, urban flood control studies by the Army Corps. H.R. 4788 nullifies the 1978 regulation and thus reinstates various urban flood control studies as a responsibility and interest of the Corps. The Hutchinson River study at New Rochelle, New York and the Brentwood Brook study at Harrison, New York—both located in my district—would once again become a responsibility of the Corps should H.R. 4788 be enacted.

For further details on the Westchester water resources projects contained in H.R. 4788, I have appended to this statement a copy of my testimony as well as that of the Mayor of the Village of Mamaroneck and the State Assemblyman representing the Sound Shore area delivered to the House Public Works Subcommittee on Water Resources last year.

I bring these pending projects to the attention of this Subcommittee because I am terribly concerned that they not experience any delay in funding once the authorization process is assured. In this regard, I request that if the Appropriations Committee considers funding any projects contained in H.R. 4788—and I heartily encourage the Subcommittee to do so—funds will be provided for the Westchester County projects addressed in this statement.

Finally, I am concerned about the delay which was developed over the authorization and funding of the Water Resources Council, especially the independent water project review function. Two projects located in my district—(1) the Mamaroneck, Sheldrake and Byram Rivers and (2) the Blind Brook Watershed, an SCS project—have been stalled at the Council and I urge the Subcommittee to encourage and contribute to an expeditious resolution of this issue. I will do anything I can to help in this regard.

Again, I thank the Subcommittee for allowing me this opportunity to personally present my concerns on funding for essential water resources projects in Westchester County. I appreciate the help which the Subcommittee and its Chairman have given to me and the Westchester projects in the past and look forward to continued cooperation in the future.

WESTCHESTER COUNTY STREAM (MAMARONECK AND SHELDRAKE RIVERS) BYRAM RIVER, NEW YORK

TESTIMONY OF HON. RICHARD L. OTTINGER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK; ACCOMPANIED BY HON. SUSANNE OPPENHEIMER, MAYOR, MAMARONECK, N.Y.; AND HON. JOHN PERONE, ASSEMBLYMAN, 91ST DISTRICT, NEW YORK

Mr. OTTINGER. The mayor of the village of Mamaroneck had plane problems and will arrive later. She is much more attractive than either one of us.

Mr. ROBERTS. We were looking forward to having her here.

We are always pleased to have you before the Committee; and the project that you recommended was in last year's bill. I have no reason to think that it won't be in this year's bill; and your prepared statements will appear in full in the record at this point.

[Statements referred to follow:]

STATEMENT OF HON. RICHARD L. OTTINGER

Mr. Chairman and members of the Subcommittee, I appreciate the opportunity to present my testimony on three water resource projects now being conducted in Westchester County, New York. I would also like to address the need for clarification of the language authorizing the Army Corps of Engineers to participate in small flood control projects.

I would like to thank the Subcommittee for giving the Village of Mamaroneck an opportunity to testify concerning its very urgent need for assistance. Mayor Suzanne Oppenheimer has come again today to speak on behalf of the Village. Also with me is Assemblyman John Perone, who is a former Town Councilman in the Town of Mamaroneck, and who now represents the 91st Assembly District in the State Legislature.

MAMARONECK/SHELDRAKE/BYRAM RIVERS FLOOD CONTROL

Last year during the June hearings on the Water Resources bill of 1978, as you recall, I spoke at some length about the need for flood control on the Mamaroneck/Sheldrake and Byram Rivers in Westchester County, New York. I mentioned that the original study for the projects was authorized by this Committee, and then by Congress on June 13, 1956—almost 23 years ago—following two devastating storms in 1955.

It is simply outrageous for any project to be studied for 23 years—and the Corps says that it will be 2 to 5 years yet before actual construction is even started! I ask the help of the Subcommittee in expediting this process—this kind of delay breeds disrespect for our Government. In the two decades of study, no structural changes have been made. As the communities adjacent to the Rivers have grown, the flood problem has worsened. A storm in June 1972 caused $3.5 million worth of damages along the Mamaroneck/Sheldrake, and a half million in the Byram River Basin. Three years later, in 1975, another storm caused $19.7 million worth of damages along the Mamaroneck.

The economic costs to the community are most disturbing. In 1975, the downtown area was under nine feet of water. The principle business in the Village indicated that, if the flooding continues without correction, it will be forced to move. Further delay of the project makes no economic sense. The costs to the government under the flood insurance program and disaster relief will quickly exceed the costs of correction.

Even more distressing is the danger to human life. In 1975, a man was drowned, as his car was engulfed by floodwaters. The waters reached the second story of

people's homes—the Red Cross estimated that over 200 persons had to be evacuated to safe ground.

Army Corps of Engineers reports on the components of this project (now in the final stages of review by the Secretary, the Water Resources Council and the Office of Management and Budget) indicate a very favorable benefit/cost ratio. Approval by the Board of Review was obtained on July 12, 1978. The Mamaroneck/Sheldrake project has an estimated federal cost of $37,060,000 to be matched with $5,210,000 in non-federal dollars (if the President's water policy is passed as is, this share would be $9,265,000). Although the figures for the benefits for this project were not up-dated over last year's, the benefit/cost ratio is still favorable—1.2. The Byram River project has a total federal cost of $5,070,000, to be matched by $1,060,000 in non-federal dollars. (Again, according to the President's water policy, this share may be $1,267,000). The benefit figures for this project have not yet been up-dated either, but even using last year's estimates for the benefits against this year's estimate for the costs, this project is cost-effective: 1.3.

Last year, the Committee included the project in the 1978 Water Resources bill. Although the bill was not acted upon last year, I am hopeful that it will receive the approval of both Chambers this year, and respectfully request the Committee to include both parts of the project in this year's bill as well.

MAMARONECK HARBOR DREDGING

Last year's Water Resources Development bill also amended the local cooperation agreement for the federal navigation project in Mamaroneck Harbor to provide short-term assistance to the Village. In 1977, the New York District Corps received $523,000 in its fiscal year 1978 budget for the operation and maintenance of Mamaroneck Harbor. The funds were to be used to dredge the east and west basins of the Harbor as well as the main channel.

In March 1978, the Village was forced to relinquish these funds because of a local cooperation agreement authorized by Congress years ago. In that agreement the Village was responsible for furnishing dredge spoil disposal areas and for covering all costs associated with the disposal of the materials if an upland site was not available. At the time of the original agreement, because dumping was allowed near by in Long Island Sound.

In recent years, however, conditions have changed drastically. Environmental concerns have prompted the closing of dump sites in the Cound and high density development of land in and around Mamaroneck makes unavailable open space suitable for the dumping of dredge spoil upland. If the Village is to have its harbor dredged, the only alternative for dumping of the spoil is a disposal site located in the open sea. It was determined by the Corps that the local costs associated with the dumping in the open waters would amount to roughly $500,000—far beyond the ability of the Village to pay.

The Harbor is important to the Village economy. Commercial, residential and park properties along the edge of the Harbor provide $530,000 in annual property taxes. Five boatyards in the Harbor area employ 153 persons with annual salaries of over $2 million. Beach and yacht clubs are heavy contributors to the local economy, putting over 400 people to work.

Business in Mamaroneck Village relies heavily on retail sales to boating people. The prosperity of the Harbor is considered an important factor in determining the value of commercial and residential properties in the area—realtors claim it is a determinant in many sales.

In the bill passed by the Committee and the House last year, $400,000 was authorized to pay 80 percent of the projected cost of dredge spoil disposal. I and the Village request re-authorization of this provision.

SMALL PROJECTS

My final request relates to regulations issued by the Army Corps of Engineers on May 8, 1978, which had a significant impact on state and local efforts to develop water resource development programs.

Engineering Regulation 1165-2-21 arbitrarily precludes from consideration in a Corps study any benefits or improvements in conjunction with a flow of 800 CFS or less in a ten-year storm. This requirement may be applied to entire projects or to portions, so that when one portion of a project is eligible, if another portion involves a flow of less than the 800 CFS threshold, the ineligible portion of the project may be withdrawn—and the community receives federal assistance for only part of its need. The regulation also precludes from study drainage areas of less that 1.5 square miles, and any projects involving the conveyance of storm water by man-made structures to a treatment plant prior to discharge to receiving waters.

The abrupt issuance of this regulation without providing any period for Congressional or public comment is disturbing for a number of reasons. First, its intended and most immediate victims are the urbanized areas most in need of help, depriving them of flood protection. Secondly, many of the small projects are in small communities that are least able to pay flood control costs. Thirdly, such a far-reaching policy should not have been established without soliciting a single comment from a Congressional Member or Committee.

One project in the 24th District which was rejected may serve as an example. The Upper Sheldrake flood control project—on which Assemblyman John Perone may give greater details—was originally part of the Mamaroneck/Sheldrake flood control project reported now for authorization. Funds for the study were originally approved in 1956 with the other project component. After over two decades of study, this project was determined to be very cost-effective, and was scheduled for presentation to the Secretary with the rest of the project.

The regulations issued on May 8 of last year withdrew this project from study. Local government and residents of the Town of Mamaroneck had been promised relief and then were told that this part of the project could no longer be done, despite protest from the Commissioner of Environmental Conservation of the State of New York that the flooding was in fact caused by the inadequate natural channel of the Upper Sheldrake and in no way could be confused with the storm drainage facilities which the regulation was intended to exempt from Corps work, and despite a benefit/cost ratio of 1.9:1.

A look at the list of projects which were immediately dropped from study by the Corps upon implementation of this regulation—this list is available from the Corps—shows a heavy impact on urbanized areas: the Rahway and Passaic River Basin studies, the Upper Sheldrake and Hutchinson River studies in New York, studies in Braintree and Quincy immediately south of Boston. The Governor of the State of New York estimated that this regulation could cost New York $50 million in flood damages within the near future. In fact, use of the 800 CFS criteria raises many questions: although such a flow may pass almost unnoticed in a rural areas, in a heavily-settled area, the effect is devastating.

Although such an impact is predictable, neither the Corps nor the Office of Management and Budget has yet been able to provide any estimate of the costs of this regulation on state and local governments, nor, in fact, the savings, if any, to the Federal government. The Office of General McGinnis, Chief of Civil Works, indicated in a recent telephone conversation that no national study of the fiscal impact of this regulation has been done.

The capacity of local governments or other federal programs to do such projects is not, in fact, dependent on any engineering criteria but on financial ones. The Community Development Block Grant program, for example, could not provide enough funds to the Town of Mamaroneck for this project. For the Corps to have implemented this regulation on the theory that these projects could be so funded is ridiculous—totally unrealistic.

Finally, and most disturbing, is the fact that this regulation was implemented without any input from Congress or from state or local agencies. Such far-reaching policy decisions are the right and responsibility of Congress and, in the first instance, the Public Works Committee. The policy change represents a national withdrawal by the Administration from long-standing national policies enacted by Congress and is inconsistent with numerous past authorizations for specific projects.

I urge the Subcommittee to take action to suspend this regulation, give Congress the opportunity to review its implications and determine an appropriate Congressionally adopted policy of what constitutes a federal interest in flood control.

I want to thank the Subcommittee for holding these hearings and for allowing me the time to present my views. The Mamaroneck/Sheldrake and Byram Rivers flood control projects and the Mamaroneck Harbor Navigation project are crucial. We need the Subcommittee's help in moving them along. The May 8, 1978, regulation, which punishes our nation's cities by implementing arbitrary standards for questionable federal gains and untold local costs, need Congressional examination, and a Congressional affirmation of the federal interest in flood control. I urge the Subcommittee on Water Resources to tackle these problems.

STATEMENT OF HON. JOHN M. PERONE

Mr. Chairman and Members of the Subcommittee, I speak to you with two hats. The first being a former Town Councilman in the Town of Mamaroneck who worked closely with the Army Corps of Engineers on the now deleted portion of the Mamaroneek-Sheldrake Flood project. The second hat being that of a newly elected New York State Assemblyman from the 91st A.D.

The Town of Mamaroneck and New York State strongly opposes deletion of that portion of the Mamaroneck and Sheldrake Rivers Project in the Town of Mamaroneck. The plan of improvement recommended by the New York District Engineer was found to be technically and economically feasible by the Board for Rivers and Harbors here in Washington, D.C. It is strongly supported by local interests. It has a benefit/cost ratio of 1.9, the highest economic justification of any portion of the recommended projects. Flooding problems along the Sheldrake River in the Town of Mamaroneck are typical of those in many urban areas where Congress has authorized flood control projects in the past.

The recently adopted Regulation, ER 1165-2-21 now declares the flood problem to be one of inadequate storm drainage facilities by arbitrary definition. As a result of the Town of Mamaroneck portion was deleted after over a year of study involving hundreds of man hours of Army Corps time and thousands of Federal dollars in plans and specifications having been completed. The deletion was made because of an arbitrary figure of 800 cubic feet per second being implanted as a new definition for flood discharge vs. local storm drainage. The arbitraryiness of this new regulation is demonstrated by what was good enough for Federal involvement as a Flood problem before is now deleted because of a higher cubic feet figure. The pain, suffering, and economic loss did not change. In fact, flood damages in this area occur when the Sheldrake River overflows its banks due to inadequate natural channel capacity to handle flood flows. Damages are not caused by inadequate storm sewers, nor could they be prevented under current design standards for storm sewer systems to the same degree as proposed by the District Engineer. ER 1165-2-21 was adopted unilaterally without review and input from the public and other non-Federal interests. The regulation constitutes a withdrawal by the Chief of Engineers from long standing national policies enacted by Congress and is inconsistent with numerous past authorizations for specific projects. I am very disturbed by an action which amounts to an alteration of national policy by administrative action. The impact of the recently adopted regulation on other potential projects in New York, especially under continuing authorities, is of great concern to us.

The important aspect to remember is that both the District Army Corps office and the Board of Engineers for River and Harbor found the town project both economically and technically fearable thus it is needed.

Lastly I speak to you on a New York State assemblyman who has introduced along with State Senator Joseph Pisini of New Rochelle, legislation which will enable New York State to address flood problems by using state funds and local funds for smaller projects found not to meet federal criteria. This new legislation also proposes to establish in undeveloped areas of a Flood plane development to avoid future flood problems. I hope to have New York State become a partner in flood control with the local communities.

A sfrong and increased involvement by the Federal Government in Flood Control is needed in the North East urban and suburban areas. We already are suffering economically by the highest rate of inflation and the highest energy and utility costs. To suffer even more economically due to flooding is too much to bear.

I urge your Committee to Expedite

(1) Expedite the Mamaroneck Sheldrake by River Project;

(2) Re establish the Town of Mamaroneck portion back into the program; and

(3) Increase Federal involvement in the N.E. urban suburban Flood programs.

Statement of S. Oppenheimer

Chairman Roberts and Committee members of the subcommittee on Water Resources, thank you for the opportunity to address you. I am Suzi Oppenheimer, Mayor of the Village of Mamaroneck, located in Westchester County, New York. We are three and one-half beautiful square miles located on the Long Island Sound with one of the largest small craft harbors on the eastern seaboard. We would welcome a visit from each of you. Our subriquet is "The Friendly Village."

But today I wish to speak about a problem that confronts us and is causing great hardship. The solution is contained in Section 103a of the Water Resources Development Act bill which authorizes the Corps of Engineers to begin the $1.6 million Phase one design memorandum stage of advanced engineering and design of the project for flood control on the Mamaroneck and Sheldrake River basin. This project was included in the Water Resources bill introduced during the 95th Congress.

Many people residing in the Village today recall vividly that major floods have occurred in the community as far back as the 1930's and 1940's. The flooding was severe and did cause damage.

What I am alarmed at is that which I have actually experienced during my residence in the village during the past decade. And that is the dramatic increase in the frequency of the flooding.

I will present a very brief history to demonstrate this point. In June of 1972 there was Storm Agnes, considered a major storm. Westchester was declared a Federal Disaster Area. From information reported to us, 21 businesses, 52 residences and a church suffered damages in excess of $615,000. The unreported total was much higher.

The worst recorded flood in our history occurred in September 1975. This storm, Eloise, dumped 5.3 inches of rain on us. The rain fell over a period of 4 days and on the fifth day alone, an additional 3.2 inches fell. We were once again declared a disaster area. The damages exceeded storm Agnes.

Next on February 26, 1977, we experienced a storm and because of frozen ground the runoff was very high. Although only 2.3 inches were recorded to have fallen in 48 hours, the fact remains that the rivers overflowed. Less than a month later on March 22, 1977, 3.4 inches of rain fell. This included 1.2 inches in a 2 hour period. Run off conditions were high again and moderate flooding was experienced. A few months later the top of the river banks held during the period September 22 to 25, 1977 when a total of 3.5 inches of rain fell and run off was average, but a month and ½ later on November 1977 when one inch fell on November 7 and 4.2 inches fell the next day, there was severe flooding on both the Sheldrake and the Mamaroneck rivers. All roads in the area were closed and business and industry were shut down and people evacuated.

This brings us up to this year. On January 20 a total of 5 inches fell. Actually 3.6 inches fell in an 8 hour period, and again serious flooding occurred along both rivers. The run off was high as the ground was frozen. The Small Business Administration called Mamaroneck and Westchester a disaster area and opened an office in Mamaroneck to review and issue loans. Two days later we experienced high run off when 2.6 inches of rain fell and minor flooding was experienced. And again one month later on February 26th when 3 inches of rain descended, we had a repeat performance, again minor flooding.

What have I indicated by this recitation? We have a record of being flooded in almost any month of the year, including winter when cold weather creates serious problems. Boilers go out, pipes freeze, and with no heat nor water we are required to evacuate people and damage accelerates.

The flooding has resulted in great economic losses to our local industry. When closed due to floods, their competitors have a hay day with their markets. Some of our industry already faced with high state income taxes and high energy charges have been considering moving out. The flooding is convincing them that they are foolish to remain. We face the loss not only to our tax base but also of over 1,000 jobs and the resulting purchasing power.

The flooding is caused by rapid residential and industrial growth along the entire Mamaroneck and Sheldrake river basins, which run through Westchester. These two rivers come together in Mamaroneck. Every time we have a heavy rain now, it turns into a flood alert. Business and residents become alarmed and take measures to protect themselves.

To deal with this on going problem we have developed a flood procedure manual which details the roll of all village personnel and the means of notifying the community at large. A copy is submitted for the Record.

We have taken steps at a local level to improve stream conditions by facilitating the flow. We have also instituted control devices on the Mamaroneck river dam and have plans for the Sheldrake river. These provisions, however, can only take care of 2 and 3 years storms.

Our people are under constant emotional strain, our business is about to leave, and our budget cannot provide for the unanticipated expense connected with flooding. The only viable plan that can deal with the storms of 35 to 50 year intensity are those developed by the Corps of Engineers.

We, as well as the Corps, and all other review agencies feel this project is warranted. The project has a cost benefit ratio of 1.4. Further the project is non controversial and is supported by the entire community. The funds and design have been 20 years coming and costs have not stood still. Still the cost is, for this Water Resources bill, just a drop in the bucket. The project will cost in total about $37 million. The design phase for which we are now asking the financing is about $1.6 million. If it is the policy to President Carter to assist the North east to retain industry, then the Congress and the President must reach out to help the Village of Mamk.

In Mamaroneck we have another problem which this subcommittee must review. Our lovely harbor is rapidly silting up. Dredging operations were funded in fiscal

year 1978. However, we cannot proceed. Because of the detrimental environmental effects of dumping the dredge spoil in the Long Island Sound and the lack of a suitable upland disposal site, the village is forced to pay the cost of carrying the dredge spoil to sea. According to the estimates such costs for Mamaroneck Harbor would be $500,000 figuring approximately $7.50 per cubic yard.

If it were still possible to dump this material in the immediate vicinity, it would only cost the village $2.00 per cubic yard. The original legislation requiring local interests to furnish disposal sites did not restrict our alternatives. Now that you have eliminated any other options but ocean disposal, you must assist us financially, because the costs are prohibitive. Perhaps breakwaters or artifical islands are the answer for the future, but Mamaroneck's harbor cannot wait the few years until studies of these altrnatives are completed.

In another section of this bill the subcommittee will consider amending the local cooperation agreement for dredging the Mamaroneck harbor. This is new to the bill this year. This is Section 118 of the bill, which provides that the Federal share of the additional costs of disposing of the dredged material in ocean waters over the costs of disposing of the material on land, shall be 80 percent. The locality would then pay 20 percent of the costs. We hope you will give this your approval also, as the $500,000 required is well beyond our municipal means and our harbor is getting into a more and more serious condition and needs dredging every week.

TESTIMONY OF HONORABLE RICHARD OTTINGER
BEFORE THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

Mr. Chairman,

It is a pleasure for me to present the actions of the Subcommittee on Energy Development and Applications of the Committee on Science and Technology. Our area of mutual interest is the Department of Energy budget request for solar energy research, development and demonstration. I know that you and your colleagues are as convinced as I am of the contribution that solar technologies can make to the nation's energy supply. When the President's original budget was submitted, I was seriously disturbed at the discrepancy between his commitment to a national goal of 20% solar by the year 2000 and his budget, which was virtually level with last year's. I had hoped to make significant increases in these critical programs; however, the current budget cutting activities have made us all more cautious and the presentation I am making today is sensitive to this issue. Personally, I am convinced that the energy Research and Development budget is not the place to cut if we want to have an impact on our inflation problems, which are driven primarily by our abominable dependence on imported oil. However, I am also proud to bring these recommendations to you, since I feel that it is a moderate but responsible budget, composed of both increases and decreases, which gives the Department a clear sense of the Subcommittee's priorities. The remaining testimony deals in detail with our actions in the Solar Technology and Solar Applications programs.

SOLAR TECHNOLOGY

The Subcommittee took actions in all areas of the solar technology program. The total increase for the programs was $61.1 million for a total budget authority recommendation of $527 million. The changes in individual programs are discussed below.

Solar Thermal

Central Receiver. . . . . .+ $15 M

The FY 81 budget request for the Solar Thermal Program represents the last year of construction funding for the 10 megawatt Central Receiver Project in Barstow, California. Recent studies by SERI and other research organizations have identified the repowering of existing oil and gas fired electric generating plants as a promising near term application for central receiver technology. For maximum impact, the repowering program needs to get underway in FY 1981. The Subcommittee added $15 million to fund 6 of the 12 repowering project conceptual designs to go through to the preliminary design phase in FY 1981.

Distributed Receiver. . . . . .+ $3 M

A $3 million add was provided for Stirling heat engine development with a point focusing parabolic dish solar thermal system. In FY 1980 a steam receiver and hot air receiver Stirling heat engine is being tested at the Parabolic Dish Test Site at Edwards Air Force Base. No funding is available in FY 1981. THe $3 million increase will be used to develop the next generation of the Stirling heat engine for parabolic dish solar thermal systems.

Solar Thermal Cogeneration Project. . . . . - $1.9 M

This is a new project added to the budget for the first time in FY 1981. The $1.9 million will be for A/E and long lead procurement with no estimate for what the anticipated total estimate will be. THe project would utilize the central receiver technology in an industrial setting. The cut defers this project for a year in favor of the repowering concepts which could later be candidates for this application.

PHOTOVOLTAIC PROGRAM

On November 4, 1978, President Carter signed into law P.L. 95-590, the Solar Photovoltaic Energy Research, Development and Demonstration Act of 1978. Ever since that signing, in each of the past two fiscal years, the Science Committee has tried to get DOE to implement the legislated 10 year photovoltaic program as Congress intended.

During its consideration of the FY 1980 Photovoltaic budget request, the Subcommittee on Energy Development and Applications held two separate days of hearings on what DOE intended for FY 1980. This year we held a separate hearing on February 29, 1980 on the DOE's FY 1981 Photovoltaic Program, and the actions DOE has taken to implement P.L. 95-590. The actions that I am recommending would bring the photovoltaic program in line with what the authors of P.L. 95-590 had intended. These actions would reorient the program away from the current emphasis on long term R&D toward the utilization of photovoltaic systems in existing or near term markets.

The Subcommittee's actions for the Photovoltaic R&D program in the FY 81 budget request result in a net addition of $2 million which increases the total to $142 million.

Advanced R&D . . . . . -$13 M

This subactivity has been consistently increased while other parts of the program emphasizing nearer term activities have been decreased. The Subcommittee has effectively acted to redirect these funds into the near-term activities.

Technology Development. . . . . + $15 M

This action consists of three $5 million increases. The first $5 million is provided for engineering design and long lead procurement for a 300 metric ton per year advanced silicon processing pilot plant. This pilot plant would be cost shared with industry and would utilize the best process of those under development. This pilot plant is of vital importance to alleviate the impending silicon shortage.

Another $5 million increase is intended for the Jet Propulsion Lab's Low Cost Silicon Array Project. This project is addressing all steps in the array production process. The increase would expand the LSA project to begin addressing the production of residential photovoltaic arrays. The grid-connected residential application appears to be the most promising application for photovoltaics over the next decade.

"Balance of Systems" cost is potentially the limiting factor to achieving the photovoltaic program's system price goal of $1.60/peak watt in 1986. An additional $5 million will expand the work underway to reduce the BOS costs. The additional funding will go for work in the areas of mounting, controls and inverters for grid-connected applications. It will also fund additional work on BOS costs for photovoltaic systems used in foreign market applications. (Irrigation, village power, etc.)

WIND ENERGY PROGRAM

During the first session of the 96th Congress, the Subcommittee spent a great deal of time investigating the DOE Wind Energy Program. H.R. 5892, the "Wind Energy Systems Research, Development and Demonstration Act," and the programs that it would establish, is the culminaton of that effort. The legislation which passed the House by a vote of 383-23 and is now before the Senate, authorizes $100 million for FY 1981.

The DOE Wind Program FY 1981 request of $80 million should be increased by $20 million to bring it up to the level called for in H.R. 5892. The additional funding would go for expanded wind resource assessment activity, delivery of six additional MOD-5 and MOD-7 wind turbines and for product improved 8 kilowatt and 40 kilowatt small wind machines.

OCEAN SYSTEMS

The Subcommittee increased the Ocean Systems Program request by $6 million. This increase restores the funding that is being diverted from OTEC research activity in FY 1980 to cover the cost overruns for the OTEC-I Test Facility. If these funds are not restored in FY 1981, the OTEC program would incur approximately a two year delay. With this increase the program slippage would be reduced to a six month to one year delay.

SOLAR INTERNATIONAL ACTIVITIES

The Subcommittee increased this item by $12 million to initiate the international photovoltaic program called for in the DOE report in response to section 11 of the Photovoltaic RD&D Act, which called for an international program plan.

BIOMASS

The Subcommittee has taken the following action on the Biomass Energy Systems budget.

Fermentation-Conversion Systems. . . . . + $5.0 M

The addition of $5 million to the budget for the Office of Alcohol Fuels will be directed toward pilot and demonstration projects for advanced cellulose conversion processes, such as acid and enzymatic hydrolysis. Conversion of cellulose materials to ethanol would increase feedstock availability, improve energy balance and decrease production costs.

Gasification-Conversion Systems. . . . . .+ $5.0 M

DOE reduced the Conversion Systems budget, in particular biomass gasification, by nearly $13 M. Biomass gasification systems represent an ideal way to retrofit existing oil and gas boiler. The syngas produced in the process can be directly combusted in those systems, or liquified to methanol or other liquid fuels which can substitute for petroleum products. This action restores $5 million to the DOE biomass gasification effort.

Combustion Systems. . . . . .+ $3.0 M

This activity would support research and development on direct combustion equipment for residential and industrial use. Testimony before the Subcommittee indicated that development of fast burning furnaces with heat storage and pellet feed would lead to improved safety, fuel efficiency and air quality.

Production Systems. . . . . .- $3.0 M

DOE doubled the FY 1981 budget for production systems in aquatic biomass and silviculture. The Subcommittee supports efforts in such systems, but in view of the high risk long term nature of the activity, proposes a reduction in the DOE proposed increase.

Research and Exploratory Development. . . . . - $3.0 M

This action represents a 50% reduction in the DOE proposed increase for this activity. Research and development in this area of high risk, long term, questionable payoff projects, should be supported, but large increases in the budget are not justified.

LEF for Biomass Gasification--Project 80-B-1. . . . . - $2.0 M

Congress appropriated $2 million for FY 1980 to begin construction of a LEF to develop the technology for thermochemical conversion of biomass to a medium BTU gas or syngas. The project will be based on design criteria gained from 7 PDU's which have been constructed or are about to be completed.

There is very little chance that the LEF will be constructed in FY 1981. The $2 million decrease simply delays construction until 1982.

SOLAR APPLICATIONS

In Solar Applications, the Subcommittee provided several small but responsible increases in funding and balanced them with a number of decreases arriving at a net decrease of $1 Million for the program. In my opinion, the final funding level is not sufficient to address what I feel are the real program needs, but the changes are targeted at the areas which should be given priority attention and have been reorganized to be consistent with the intent of Congress.

Systems Development

Under the Systems Development activity, the Subcommittee took a number of actions on passive solar energy systems, which can make a contribution to the nation's energy picture now:

Passive Solar Product Development . . . . . .+$5.0 M

This addition to the $2.5 million requested in FY 1981 will provide for development and field testing of 20-30 manufactured or site-built marketable products. Builders will be able to purchase or construct low cost passive solar products instead of designing them on a case by case basis.

Active and Passive Materials Research . . . . . +$3.0 M

This action provides for the design, analysis, development and testing of materials for active and passive systems. The goal is to reduce cost and increase the efficiency of these systems by substitution of lighter, more available and more energy efficient materials for those now being utilized.

Solar Ponds Research and Development. . . . . .+ $4.0 M

Solar ponds are a technology which, according to testimony presented before our subcommittee by the Los Alamos Scientific Laboratory, can be the first solar thermal technology to deliver cost effective energy at $10 per million BTUs. Ponds can be used for generation of heat and for electricity as well.

Solar ponds are presently funded from several areas in the FY 81 budget at about $500 thousand. This activity will establish a base R&D program for solar ponds with some field tests and funds for the joint U.S./Israel pond project.

Solar Cities. . . . . .- $2.0 M

This activity, while worthwhile can be accomplished through the EMPA legislation, the CCEMP program and/or the Regional Centers. There is an obvious redundancy which motivates us to recommend this cut of its funding request.

Market Test Applications

Under the Market Test and Applications activity a number of very significant actions were taken.

Buildings . . . . . $ 5 M transferred to a new budget activity

One of the most important actions taken by the Subcommittee was to create a new activity, which we have called the Hybrid Building Research, Development and Demonstration program. In addition to transferring funds for passive solar building demonstrations from Solar Applications, the Subcommittee transferred funds from the Buildings program in the Conservation budget to this line and then increased it by $5.0 million to include activities for design development and market test of multi-family and commcercial buildings utilizing the most recent developments in both passive solar and conservation technologies. This action is intended to give the Department a clear signal that the Committee wants the conservation and passive solar activities coordinated. During our hearings, the Subcommittee received convincing testimony on the impressive reductions in energy consumption that can be achieved in all buildings using conservation techniques in combination with passive solar materials and/or design. This new budget line appears with the Conservation programs, but for FY 1980 and 1981 the transferred program funds will be managed within the original programs. By FY 1982, we expect a report by the Department on their plans to fully coordinate the conservation and solar buildings programs. An additional $0.5 million has been provided for this activity and for an analysis of the optimal mix of conservation and solar technologies in buildings. The result of this analysis

will be a guidebook suitable for use by designers, builders and consumers.

Agricultural and Industrial Process Heat . . . . . .+$2.0 M

The additional $2 million will permit the funding of a second solar enhanced oil recovery project for steam recovery of heavy oils. The environmental and economic constraints on heavy oil recovery make it critical to explore alternative energy sources for steam production.

Photovoltaics . . . . . .- $15.0 M

As discusssed previously in our actions on the photovoltaic R&D program, actions need to be taken in FY 1981 to reorient the photovoltaic program toward market dvelopment and away from long term research. The actions recommended here, when combined with those for the photovoltaic R&D program and the solar interntional program should accomplish the program's reorientation as well as give a clear signal to the Administration that the Congress is dissatisfied with the way they have gone about implementing P.L. 95-590, the Photovoltaic RD&D Act.

The Subcommittee recommended a $15 million authorization of FPUP to close out the third and final year of the $98 million program for the procurement of the photovoltaic systems for use at federal sites. The only funding that DOE has ever reqeusted for FPUP is the $5 million they are requesting in FY 1981 to close out the program. The $25 million that has been appropriated to date for FPUP has been congressionally initiated. The Administration has never wanted this congressionally mandated purchase program, although it is a vital element of the market development effort anticipated by P.L. 95-550. Federal market studies have identified a federal market of 10's of megawatts a year in sales by the end of the 10 year photovoltaic programs. The FPUP program itself has identified roughly 9.5 megawatts of life-cycle cost effective applications in the federal sector.

The Subcommittee reduced the request for the first year of the Multiyear Photovoltaic Purchase Strategy from $30.2 million down to $5.2 million. This will be enough to begin some limited design and marketing acitivty. The 8.28 megawatts of photovoltaic systems which are planned to be purchased over the next four years is totally inadequate level of market development effort to realistically make any attempt at reaching the program's goals.

The Subcommittee has also directed the Administration to present to the Committee within the next six months a multi-year purchase strategy designed after option four of the section 10 report "Federal Policies to Promote the Widespread Utilization of Photovoltaic Systems." This new strategy will be of significantly larger size, but being patterned after option four, it will enable the DOE program to reach the legislated price reduction goals in 1988, and the Administration's own goal of one quad of fuel displacement by 2000. The enhanced strategy that would result would be initiated in FY 1982. The market development activity available in FY 1981 would then be the FPUP program at $15 million and the International Photovoltic Program at $21.9 million.

Market Development and Training

Expanded Information, Education and Training. . . . . + $7.0 M

This activity within the Market Development and Training subprogram expands these areas with an emphasis on passive solar. The effort to reach a significant number of architects, designers, builders, financiers and consumers in each region will be conducted primarily by the Regional Solar Centers.

BIG SANDY LAKE, TRINITY RIVER AND COOPER LAKE AND CHANNELS, TEXAS

WITNESS

EDWARD C. FRITZ, CHAIRMAN, TEXAS COMMITTEE ON NATURAL RESOURCES

Mr. BEVILL. Mr. Edward Fritz of the Texas Committee on Natural Resources.

Mr. FRITZ. This year I have some new things, including two letters from Congressmen who are on both sides of the Trinity River in the Dallas area, and that involves the Dallas Floodway Extension portion of the Trinity River Project.

Each of these two Congressmen is asking the committee to work into the appropriations bill an indication to the Army Corps instruction that they will complete a non-structural floodplain management plan to go with the structural, so instead of having to choose between a structural and nothing that has been completed, or a criticism of the nonstructural plan which the Army Corps gave us, that we will at least have these plans before the Congress and the public and the City of Dallas.

The City of Dallas, City Council has passed a unanimous resolution requesting this non-structural plan to be prepared, and I hope it will be worked into the appropriations bill you all submit.

Likewise, for the entire river, we are submitting a non-structural framework which we hope the committee will ask the Army Corps to work into a plan, so we will have that choice before the Congress and the public.

Then with regard to the Big Sandy Reservoir, I brought some photographs of that area which I should like the Members of Congress present to be able to see.

Mr. BEVILL. Would you leave those with us now? Those will be made available to each Member of the committee.

Mr. FRITZ. I have given it to Mrs. Smith.

Mr. BEVILL. Those statements will be made a part of the record and the pictures will be made available to the committee.

Mr. FRITZ. This is the largest fresh-water upland glade marsh that exists in the State of Texas and, as far as we know, anywhere in the South, 160 acres which is bordered by sugarcane plumegrass and numerous other species with forests all around it, and all of this would be submerged by Big Sandy Reservoir, and I have a statement here.

I have a copy that I have already given to Mrs. Smith, several copies, on the Cooper Project, which while it is not yet recommended and hopefully will not be recommended for any money this year, we wanted to make sure that you have the information of why it should remain off of the appropriations for this year.

I appreciate your hearing us very much.

Do you have any questions?

Mr. BEVILL. No questions, thank you, Mr. Fritz.

[The statement follows:]

TEXAS COMMITTEE ON NATURAL RESOURCES
4144 COCHRAN CHAPEL ROAD
DALLAS, TEXAS 75209
(214) 352-8370

March 24,1980

STATEMENT BY EDWARD C. FRITZ, CHAIRMAN
TO SUB-COMMITTEES ON PUBLIC WORKS
BIG SANDY RESERVOIR

In this year of inflation, we urge the saving of $350,000 of the taxpayers money by not appropriating any funds for further planning of Big Sandy Reservoir. In the long run, we could save the $66,200,000 estimated cost of construction.

We would also be saving for better use the fiber in the hardwood-pine bottomlands, as well as the recreational resources, including hunting of deer and ducks, and fishing in a flowing stream, the likes of which have been decimated by dams and channels in the eastern two-thirds of this nation.

We would be saving ecosystems, including the Floating Glades, the largest upland freshwater marsh in Texas, bordered by sugarcane plume-grass.

By eliminating the Big Sandy Dam Project, what would we lose? We would lose the chance to subsidize the clearing of a few hundred acres of bottomland for cattle grazing. But more grazing land is not needed as badly as timber and recreation land.

We would lose the chance for another big lake in a region which already has more lakes than the people need. We already have Lake Winnsboro, Hawkins, Quitman, Gladewater, Tawakoni, Cherokee, Murvaul, and Toledo Bend, all within ten to eighty miles of the proposed Big Sandy Dam.

We would lose another new bass-fishing lake; but we already have so many hot bass-fishing lakes nearby that a new lake would merely attract fishermen away from the existing lakes.

In brief, in order to inundate 23,000 acres of existing forest and pasture land, the Big Sandy Dam Project would take more than $66 million of the taxpayers money, and would provide nothing that is needed.

Congress should not spend another penny on the Big Sandy Dam Project.

TEXAS COMMITTEE ON NATURAL RESOURCES
4144 COCHRAN CHAPEL ROAD
DALLAS, TEXAS 75209
(214) 352-8370

March 24, 1980

STATEMENT ON BEHALF OF SULPHUR RIVER HERITAGE SOCIETY
BY: EDWARD C. FRITZ

Sulphur River Heritage Society, a group of fifty residents of the Sulphur River watershed, opposes the appropriation of any of the taxpayers' money for construction of Cooper Dam and Channels.

The society considers that ~~the proposed~~ any appropriation ~~of $50 million~~ for Fiscal Year 1981 is particularly squanderous for the following reasons:

1. The Army Corps has not completed its revision of its inadequate environmental impact statement, required by court orders. Until it does, there is no way of knowing whether the Corps can justify the purported flood control aspect of the project, as distinguished from the water supply purpose. Actually, there are no buildings in the floodplain, and the farmers get their cattle out before a flood rises, so there is no need to spend millions of dollars for flood control.

2. At this stage, the Army Corps has not made arrangements to acquire adequate additional lands to mitigate the inundation of 20,000 acres of wildlife habitat. The Fish and Wildlife Coordination Act requires mitigation to be concurrent with construction, rather than to lag behind and get caught in the inflation squeeze.

3. The City of Cooper has signed a contract to obtain its water from Sulphur Springs. There is plenty of water impounded in nearby reservoirs to meet the needs of this area for generations.

4. ~~The huge~~ jump in construction funding, combined with carryover from last year, should not be spent during a year when we must reduce federal expenditures to help cope with inflation.

5. By channelizing the North Sulphur, the Army Corps has already caused heavy damage through erosion and siltation. Any further channelization would aggrevate the damage.

TEXAS COMMITTEE ON NATURAL RESOURCES
4144 COCHRAN CHAPEL ROAD
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STATEMENT BEFORE THE APPROPRIATIONS COMMITTEE

By Edward C. Fritz on behalf of Citizens Organization for a Sound Trinity, Lone Star Chapter of the Sierra Club and Texas Committee on Natural Resources.

If Congress continues to appropriate taxpayers money for planning the Trinity River Project, it should instruct the Army Corps of Engineers to give first priority to the preparation of a complete non-structural flood-plain management plan based on the Framework prepared by several citizen groups. A copy of that Framework is attached.

The Dallas City Council has passed a resolution which, among other things, requests that the Army Corps prepare such a plan for the Dallas Floodway Extension component. If Congress is going to be responsive to the people's wishes, it will pass that request along in any appropriation item on this subject.

This means that in addition to the levee and channel plan already prepared, the Army Corps will prepare an operable plan without levees and channels, before any decision is made on which way to proceed.

It is a pure waste of taxpayers money for the Army Corps to continue to design levees, channels, and a Tennessee Colony Dam which the people have rejected. Moreover, the construction of this project, at a cost of close to a billion dollars would be highly inflationary. The citizens will never accept it.

The people have repeatedly voted down the Trinity River Project. On June 10, 1978, by a 58% majority, the Dallas voters rejected a bond proposal for a part of the project, The Dallas Levee Extension. Nevertheless, Congress has continued to appropriate and the Army Corps has continued to expend almost a million dollars a year on planning the project, including the Dallas levees.

If Congress cannot exercise the restraint to cut off all funding for the Trinity River Project, the least it can do is to divert some of this money to producing a plan which the citizens might accept - a plan without levees, channels, and dams. We ask for Congressional instructions to that effect in the appriations bill.

Framework of a non-structural flood plain plan for the Trinity River

By Citizens Organization for a Sound Trinity, Dallas County Audubon Society, Sierra Club and Texas Committee on Natural Resources

Objectives: This non-structural floodway framework anticipates planning to balance several human/environmental needs:

1) To accommodate damaging floodwaters,, thereby protecting **life and property**

2) To achieve public and private economic objectives by eliminating the purchase of land for dams, channels, levees and appurtenant areas, thereby

a) **reducing public expenditure** for purchase of private land

b) increasing (or retaining at the same level) public income by keeping lands on the tax rolls

c) allowing private landowners continued use of their lands

3) To respect the order of the natural environment by preserving riparian vegetation and animal life with their present and natural seasonal fluctuations

4) To add to opportunities for public open space recreation through federal, state, or local acquisition of park lands and other natural areas.

Elements of the Citizen Approach

The citizen approach envisions the establishment of various zones in the Trinity flood plain, with a combination of public and private lands. The zones are the floodway area, the floodway "fringe," an Agriculture-FP zone and park areas.

Attached is a schematic depicting these zones.

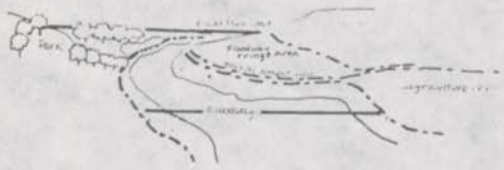
In addition, all levels of government would engage in research and educational programs on how to meet the recreational and economic objectives of the public and the private landowners while leaving the river as natural as it is.

1) **Floodway area** A floodway area in the river bottom should be designated. This will consist of the natural channel and bordering vegetation and will be large enough to carry the fast central flow of the largest floods.

regulation and use: no structures or other encroachments will be permitted. No excavating, filling or other alterations will be allowed. Agricultural uses can continue, if no obstructions to flooding waters are created, and, where agreed in conditions of the easement, recreation uses (such as bikeways) will be permitted.

acquisition: The public will acquire, mainly through conservation easements, a greenbelt averaging 200' on each side of the river, along which people could walk, bike, ride horseback, fish, and picnic. Condemnation of land would be sparingly, if at all.

2) **Floodway fringe** The floodway fringe lies within the flood plain, between the flood plain boundary and a lower, "encroachment line." (The encroachment line is that line to which landowner may fill providing that the fill does not raise the flood waters by one foot.) The citizen approach addresses a flood plain capable of handling the worst floods which might occur at 100-year intervals. Some localities might want to protect against greater floods. In the fringe area, major floods are likely to spread out and flow slowly or stand, thus the threat and damage is less severe than in the lower floodway area.



ZONES IN THE FLOOD PLAIN

regulations: In this fringe area fill will be allowed and building will be permitted, subject to regulation and review which ensures the safety of the improvements and sees that fill does not contribute to excess flooding downstream. The advantage of this non-structural plan is that (a) the individual landowners rather than the taxpayer pay for the cost of reclamation, (b) the land remains useful to the owner, and (c) there is no displacement of people who now live in the floodway fringe, nor of existing commercial structures.

acquistion: This floodway fringe would remain in private ownership, with no public purchase of land or rights, except for parks and environmental quality areas.

3) **Agricultural zone** Private lands within the floodway may be zoned Agriculture-FP (Flood Plain). In some places where the flood plain is wide, the beginning of the fringe area, the "encroachment line," might be located at some distance from the limit of the primary floodway and conservation area. This land is not conservation zoned, but yet is flood prone and too low to permit filling or building.

regulation: A permanent Agriculture-FP zoning category should be established (in cities as well as counties) in which crops and grazing uses are permitted, but buildings, storage and other floodway obstructions are prohibited. In this way, the land can be freely used for production without endangering property. On that stretch of the river within Dallas, such zoning is already in effect.

acquisition: None by the public.

This land will remain in private ownership.

4) **Park and recreation areas** Lands which are identified as environmentally sensitive contain features valuable to the ecology of the area. These may be within any part of the flood plain or on adjacent areas. Among other values, these lands continue to provide habitat for game and non-game animals.

regulation: These lands should be used for park land, recreation trails, environmental education, etc. Where easements are negotiated, the landowner may continue to use the land for his own forestry, grazing, and recreation, as provided in the easement.

acquisition: By fee or, where possible, by easement, the areas will be acquired outright by the public for park and recreation uses. Local city and county governments should purchase these lands within their jurisdiction except in cases where the state may want to acquire areas significant to the statewide park and recreation plan. A schematic is attached showing the locations of the public greenbelt and the environmental quality areas and parks. These areas are listed and valued on page 108-2, Vol. I, General Design Memo for the Trinity River Project, U.S,. Army Corps of Engineers.

Roles of the governments

regulation: Town, city and county governments should create local regulations on areas within their jurisdictions. Where they fail to act, the Trinity River Authority should assume the regulating. The creation and enforcement of the regulations should be overseen by the Trinity River Authority.

acquisition: As with the U.S. Army plan, the cities and counties should acquire those environmental areas within their jurisdiction. The state should acquire park land if it is of statewide significance. In some instances, park land may be acquired for use by permanent conservation easement (where the landowner concurs in preserving the natural ecosystem). Funds available for the purchase of urban and/or rural park land include:

State - Fund 31, TExas Parks and Wildlife Department and residual funds for ineligible SMSAs from Texas Local Parks, Recreation and Open Space Fund, HB-233, 1979 (1.5 percent)

Federal - Land and Water conservation fund (50 percent)

Federal - Army Corps of Engineers Trinity River Project appropriations (80 percent)

Federal - HUD Open Space grant (43 percent)

Federal - Urban Park & Recreation Recovery Program residual funds (70 or 85 percent)

Distinctions from Management Plans in General Design Memo of August 17, 1979

The citizen approach rejects the outworn patterns of dam, levee, and channel set forth in Management Plan No. 1, tentatively selected by the ARmy Corps of Engineers General Design Memo dated August 17, 1979, and in Management Plan No. 3, not selected by the Corps.

The citizen approach includes acquisition of the environmentally sensitive and the park areas listed in Management Plan No. 2, not selected in the General Design Memo, but differs therefrom in the following respects:



1) Reduction in acreage to be purchased by the public. Corps Plan No. 2 would involve purchase of all commercial and habitable structures in the 25-year flood plain (Vol. 1, p. 116). That would remove from present use 13,670 acreas. The citizen approach would leave these lands in private ownership.

2) Free private enterprise principle. Corps Plan No. 2 says nothing about private development. The citizen approach would permit development of all private lands outside the encroachment line at the expense of the developer.

3) Protection against disaster. The citizen approach would protect society against future flood-prone construction, and therefore against the disasters which occur when such construction is erected within a flood plain, at great cost to the owner and, when federal aid is provided, to the taxpayers.

4) Greater use of conservation easements. Under the citizen approach, as much of the public acquisitions as is possible would be accomplished through conservation easements, permitting the owner to continue such compatible uses as are now being made, such as grazing.

5) Substantial savings in cost.

Whereas, the lower section of the Trinity River within the city limits of the City of Dallas has presented the citizens of the City of Dallas with substantial flooding hazards for many years; and

whereas, the City Council of the City of Dallas, has, since 1937 sought relief from such floodway extension and assistance from the U.S. Army Corps of Engineers; and

whereas, the Corps of Engineers has affirmatively recommended that such floodway relief be achieved through an extension of the Dallas Floodway Project on to the lower Trinity River; however, the funding for such project has not yet been authorized by Congress; and

whereas, the City Council of the City of Dallas wishes to restate its concern for those citizens of the City of Dallas experiencing flooding conditions on the lower Trinity and the need for relief therefore

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Council reiterate its concern for the flooding hazard which continues to be experienced by citizens of Dallas on the lower reaches of the Trinity River and restates and renews its desire that the Trinity Tiver Authority, in conjunction with the U.S. Corps of Engineers continue to seek relief.

Section 2. That the City Council restates its support of planning previously accomplished by the Corps of Engineers and urges that the request for funding go forth on the basis of two possible solutions, structured and non-structured.

Section 3. That, while such funding continues to be sought, additional review be conducted under the auspices of the Trinity River Authority to consider the following criteria:

a. That both structured and non-structured means of flood relief be studied which will be both cost effective and cause the least disruption to the community
b. That any floodway extension, whether structured or unstructured, be achieved in consideration of the criteria set forth in the City of Dallas Open Space Plan and recommendations associated therewith
c. That such floodway extension planning be conducted in consideration of the City of Dallas floodway management plan.

Section 4. That the Trinity River Authority be urged to conclude their considerations as quickly as feasible and bring to the City Council of the City of Dallas a recommendation as to the most feasible means of achieving flood relief for the citizens of Dallas in the lower Trinity River basin.

Section 5. That the City of Dallas requests the Army Corps of Engineers to prepare an operable non-structural floodplain management plan for the Trinity River below Corinth Street in Dallas complete with benefit cost analysis, based upon the framework attached hereto.

Section 6. That this resolution shall take effect immediately from and after its passage in accordance with the City of Dallas and it is accordingly resolved.

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Trinity River Project

The billion and a half dollar Trinity River Project is the Rosemary's Baby of water programs. In 1973, the citizens of the watershed aborted this multi-horned baby by a 54% vote. Congress went right on funding it. On June 10, 1978, the citizens of Dallas aborted one horn of it—the Dallas Floodway Extension, by a 58% vote. Nevertheless, some land promoters are still asking Congress for that levee extension.

As to the Dallas Floodway Extension, we who defeated it at the bond election would like for Congress to instruct the Army Corps in the current appropriations bill as follows:

a. Prepare a complete, operable plan providing for the management of the Trinity River floodplain in Dallas below Corinth Street without any flood control structures. We don't want any levees, nor channels.

Attached to our statement is a draft **Framework for a Non-Structural Floodway Plan for Dallas.**

b. Prepare a complete, operable plan providing for the management of the entire Trinity River floodplain without any flood control structures other than those already built.

We realize that the Army Corps has almost completed a general design memo which includes a non-structural alternative. From what we have heard so far, that alternative is to buy the entire floodplain. That is unnecessary and uneconomical. All that is necessary is to buy a small part of the floodplain, zone the rest, and educate the users. Dallas has aready zoned the part of the floodplain which lies in Dallas.

The army Corps is acting like a car salesman who is pushing an expensive, outmoded truck (Trinity River Project). When the customer asks for something lighter and more modern, the salesman says, "Your only alternative is this new army tank, but it would cost you a million dollars."

Possible grants for non-structural project: Federal: HUD Open Space; Urban Park and Recreation Program; Land and Water Conservation Program; Community Development Fund; and, if Congress directs, Army Corps Trinity River Project. State: New urban fund, Texas Parks and Wildlife Department.

Framework for a Non-Structural floodway Plan for Dallas

(NATURAL RIVER STORAGE)
Preliminary Draft

I. Location: The Trinity River floodplain below Corinth Street.

II. Objectives: The objectives of this plan are to accommodate flooding, while reducing hazard and property damage, to use the natural resources of river, lake, woods and bluffs for open space and recreation, to permit flood-proof economic development in the floodway fringe, and to benefit, in particular, the southeast section of the city through provision of nearby industrial job opportunities. The non-structural floodplain management alsooffers two additional objectives, which will benefit Dallas Far more than levees will: a) increased protection of environmental features, and b) saving to the federal and local government of a vast portion of the 83 million dollar initial cost of the levee project, plus repeated expenditures for levee improvements and maintenance.

III. Elements:

1. **Floodway area**, with natural channel, bordering vegetation, and enough width to carry the fast central flow of the largest floods.

a. **Regulations:** No structures or other encroachments will be permitted. No filling or other alterations will be allowed. Agriculture and commercial recreation can otherwise proceed.

b. **Acquisitions:** City will acquire Lemmon Lake, Elam-McCommas Bluff, Rochester Park inholding (about 90 acres), and, by fee or easement, a narrow scenic strip on each side of the river the remainder of the way. No structures will be purchased.

c. **Benefits:** The river and surrounding vegetation provide recreation, fish and wildlife habitat, and environmental educational opportunities.

2. **Floodway fringe area**, between the floodway area and flood plain boundaries, where major floods spread out and flow slowly, or stand.

a. **Regulations:** Fill will be allowed and building permitted. Engineering studies will continue to determine the lower boundary of this fringe area, under existing or stricter guidelines (not significantly increasing flooding elsewhere along the river).

b. **Acquisitions:** City will acquire only lands needed for recreation uses. No existing building need to be purchased. The remainder of the useable land will remain in private ownership. City will acquire no homes or buildings.

c. **Benefits:** Individual property owners, rather than taxpayers, pay the full expense of reclamation. There will be no displacement of residents.

3. **Natural River Storage Incentives.**

a. **Research:** The City will assist in funding studies of how to enhance economic and social values for the people who live near this stretch of the Trinity River, including job and housing opportunities.

b. **Tax:** The City and other government entities will recognize that taxable property values will not increase as rapidly on lands which cannot be built upon.

c. **Education:** The City will join with the communities along this section of the floodplain in a Natural Valley Storage Effort, promoting pride in saving the environment while continuing orderly growth.

IV Inner City Open Space: Through this plan, we shall preserve and augment the kind of open space which Dallas lacks ,the most—undeveloped

800742

... land near the inner city.

Rochester Park: Especially, we ... all preserve inviolate about a thousand wooded acres of Rochester Park. Adjoining Rochester Park is Roosevelt Heights, also owned by the City. Together, these two areas need only some foot trails to rival in utilization the large parks of New York, Chicago, and Philadelphia. To Rochester Park, we shall acquire and add a private inholding of about ninety acres, abutting on the river.

2. Lemmon Lake: The City shall acquire the Lemmon Lake area, comprising about 450 acres just south of Loop 12.

3. Elam-McCommas Bluff: The City shall purchase Lower Elam-McCommas Bluff, comprising about 210 acres connecting the river with Woodland Springs Park.

4. River Zone: As mentioned under III, 1,b, hereof, the City shall obtain title or scenic easements in strips along both banks of the river, tying all public land together with a trail system. This strip can vary in width, averaging 200 feet or more.

5. Comparison: These acquisitions contain far less acreage than are proposed for acquisition under the levee plan.

V. Funding:

1. Planning: The City shall request the U.S. Army Corps of Engineers to prepare an operable plan around the framework here proposed. Congress annually appropriates funds for advanced engineering and design of the Trinity River Project, including sufficient funds to design this non-structural alternative.

2. Implementation: To implement a prepared plan, federal law allows federal funding of 80% or more of the cost of implementaion of this plan.

3. Comparison: Considering that this non-structural approach requires no money for levees and far less land than will have to be acquired to buy the entire floodway under a levee plan, the non-structural plan will be relatively inexpensive.

VI. Advantages of this Plan:

1. Substantially prevents flood damage.

2. Saves capital cost of levee plan ($83 million).

3. Saves repeated cost of levee improvements, including pumps, sumps, etc.

4. Saves constant cost of levee maintenance.

5. Significantly reduces acreage to be purchased.

6. Avoids displacing residents. The levee plan would displace some residents in Joppe and Bonton communities. Saves Rochester Park and other natural areas from being bisected by levees, damaged by operations of heavy equipment on both sides of the levees, and flooded by the watercourses which form on the outward sides of levees.

7. Elimates hazards of levees:

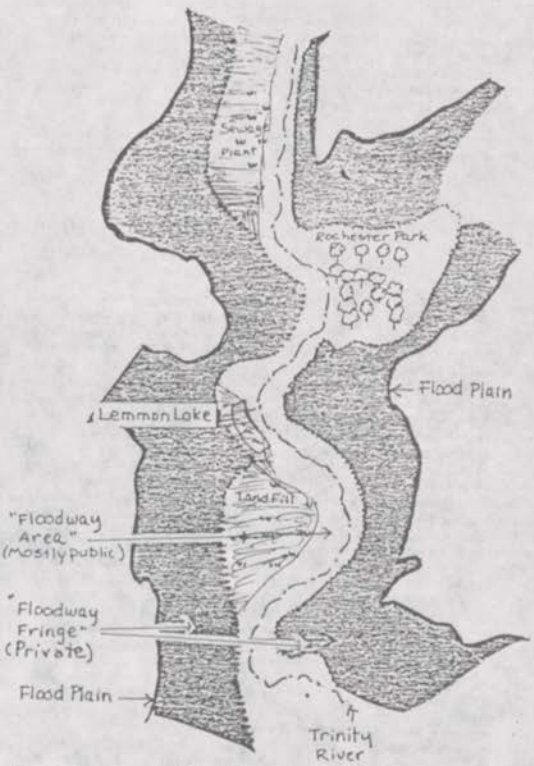
a. Increased erosion of lands between levees.

b. Increased scouring of river banks and lands downstream.

c. Increased siltation between levees, requiring dredging or levee-raising.

d. Breaches, which occur in many levees.

e. Overtopping by a flood of greater dimensions than that for which the levees were designed, which occurs every year somewhere in the nation. In 1979, it was Jackson, Mississippi, resulting in flood damages of $500 million.



Zones of a Non-Structural Floodway Plan

CENTRAL ARIZONA PROJECT

WITNESSES

SCOTT BURGE, MARICOPA AUDUBON SOCIETY
BRADLEY VANDERMARK, DIRECTOR, CITIZENS CONCERNED ABOUT THE PROJECT

Mr. BEVILL. The committee will now hear from Mr. Burge and Mr. Vandermark.

Mr. VANDERMARK. I will be speaking first.

I am Brad Vandermark, Director of Citizens Concerned About the Project. We are from Arizona and CCAP is calling for cost-effective flood control in the Phoenix area.

CCPA is an organization that has consistently opposed Orme Dam which is the worst component of the proposed Central Arizona Project, and we have consistently opposed the project.

Both projects are a waste of taxpayers' money.

CCAP's alternative for flood control in the Phoenix area will save the taxpayer one-quarter of a billion dollars. Instead of $300 million for Orme Dam, CCAP's alternative is $50 million.

For the sake of Stewart Mountain Dam safety purposes, Roosevelt Dam, upstream of Stewart Mountain Dam, needs to be raised at least 6 and preferably 20 feet at today's cost of $12 million.

These are based on a Bureau of Reclamation analysis made in June of 1970, and will provide sufficient storage to contain the Standard Project Flood flowing into Roosevelt.

Last year Mr. Frank Welsh, our Executive Director, asked you to provide funds for the raising of Roosevelt Dam which is urgently needed and can be completed rapidly; however, this committee will hopefully act now in order to allow it to begin.

Fifty million is for better bridges, airport and downstream protection, basically we are talking about diking, Holly Acres relocation and for diking protecction. A recent United States Court of Appeals ruling has struck down as unconstitutional the Salt River Project procedure for electing directors. This reversal will now allow for urban representation, and thus the expansion of the Salt River Project into the business of flood control.

This court decision will also allow for the expansion of the Salt River Project boundaries, thus countering the testimony of the Mayor of Phoenix, that newer residents are not entitled to the use of SRP water.

Phoenix needs bigger bridges. Assuming Orme Dam, its water released from this recent flood would have still closed ten of the 11 bridges that were closed this time.

The flooding problem in Phoenix can be almost totally mitigated with more all weather bridges with 150,000 to 170,000 cubic feet per second design.

Allenville is a community down river which is completely being relocated. Holly Acres residents should also be given the opportunity of relocating and/or some diking protection built. This cost is approximately $5 million.

Because of our Nation's exorbitant inflation rate and the need to reduce Federal spending, we strongly recommend diverting moneys from the Central Arizona Project to fund the immediate raising of Roosevelt Dam and to assist in relocating the Holly Acres residents.

The remaining Central Arizona Project funds should be totally eliminated.

The CAP is unquestionably non-critical. As the Mayor of Tucson last year testified, "Tucson would not dry up and blow away without the CAP."

There is enough dependable, renewable water in Arizona for its projected population of 2,020 and thousands of acres of agriculture would still be allowed.

There is enough groundwater for much more than a one-hundred year absolute drought in the Phoenix area and Tucson area.

ENERGY REQUIREMENTS

At the national level, the energy requirements for pumping Central Arizona Project water are outrageous. The CAP will consume more energy than the electrical needs of a city of 525,000 to 875,000 people. That is a ten-year growth in the State of Arizona which basically means you don't need to build a new power plant for roughly ten years, assuming that power is freed up.

Arizona agricultural crops consumed more energy per acre than any other State. Delaying CAP will allow time for Arizona to sell its water to the highest bidder, be it California, the upper energy States of Colorado and/or the country of Mexico.

The money generated could be used to reduce property taxes in Arizona, used to assist agricultural interests in developing crops that don't need a massive amount of water, or it could be used to assist in resolving some of the Indian water rights.

At the end of the contract of selling that water, Arizona still could go back and reclaim it and develop lands along the Colorado if it wished. A survey of the eight Western States after the 1977 water project appropriation veto showed surprisingly high public support in certain Western States and good support in others.

Idaho and Wyoming strongly supported the veto. New Mexico and Colorado were basically split. With inflation running rampant and budget cuts necessary, we are sure the public's reaction would be even greater.

In rebutal, Governor Babbitt testifying the other day said this was the worst flood in the 500 years, but that is not totally correct. It is a half truth. That is assuming that Stewart Mountain Dam did fail, and I am sorry he didn't point that out to this committee.

Secondly, the Governor also mentioned that ground water reform was occurring in Arizona, and that the wells would be metered. Again, that is slightly twisting the facts.

Metering will only occur in critical active water management areas, and in non-irrigation expansion areas, not in the rest of the State.

Representative Rhodes brought up Indian Bend Wash, and as a matter of fact he pushed and helped get that developed, and I compliment him on that, and he stated that the Corps of Engineers estimated saving $147,000,000 worth of damage.

We are calling for a one-hundred year flood plain Super Indian Bend Wash type development through Phoenix known as the Rio Salado Development, and Senator Johnson mentioned also during testimony that "a fair offer to the Yavapais for the land."

Such a payment for adjacent land would cost $350 million to $500 million to pay for fair compensation for those lands.

In closing, the taxpayers are tired of paying for wasteful projects. Orme Dam and the CAP are the worst of the wasteful projects. It will cost national taxpayers over $5 billion in subsidies, and it will cost additionally to Arizonans over $5 billion. This will raise water rates from $20 an acre foot in Arizona to $120 an acre foot.

Hopefully, this committee will assist in minimizing some of those tax rates.

Thank you.

[The statement follows:]

STATEMENT OF CITIZENS CONCERNED ABOUT THE PROJECT (CCAP)

My name is Bradley Vandermark. I am a director of CCAP, an Arizona non-profit organization, incorporated in 1973. We have consistently opposed Orme Dam and the Central Arizona Project as a waste of our tax dollars.

Last year, our Executive Director, Frank Welsh, asked you to provide funds for the raising of Roosevelt Dam for safety purposes. In the midst of this year's flooding, Phoenix area residents were informed that Stewart Mountain Dam could fail, increasing the flow towards Phoenix by a factor of ten.

Since this dam is less than 20 miles upstream from the Valley, little warning could have been given. Countless lives woudl have been lost and property damage would have been massive. Unfortunately, the threat remains for the future.

In June 1970, the Denver office of the Bureau of Reclamation came out with an analysis showing that Stewart Mountain could be made safe by raising Roosevelt Dam upstream by 6 feet at a cost of $3 million (today's cost $8 million). They also showed Roosevelt could be raised a maximum of 20 feet at a cost of $5 million ($12 million today). The latter would appear to provide sufficient storage to contain the Standard Project Flood (SPF) flows entering Roosevelt, even if the lower part of the dam is kept full for irrigation storage.

Using the top part of the Verde River dams for flood control could reduce the Verde's portion of the SPF by more than 50% by capturing the peak inflows. Combined with inflows from below the existing dams, the Orme design flood (SPF) could be reduced to less than the events that occurred in 1978.

The damages that occurred from the 1978 events could then be prevented for less than $50 million with better bridges, airport and downstream protection, etc. That's a quarter billion dollar saving over Orme's cost.

We have stated for years that Orme is not needed. Many other groups, in addition to Indians and environmentalists, concur with that opinion, including the Valley Republican Association and the Valley of the Sun Gray Panthers.

As our attached fact sheet "We're Mad Too!" shows, the recent flooding could have been substantially reduced had Salt River Project (SRP) made better use of its existing six dams for flood control. While they are not required to use their dams for flood control, a recent U.S. Court of Appeals ruling does require their directors be elected by the "one man=one vote" method instead of the present "one acre=one vote" method.

This should permit urban representation which would put them in the business of flood control as well as water storage. This decision should also make expansion of SRP boundaries feasible, thus countering testimony by the mayor of Phoenix last year that newer residents are not entitled to the use of SRP waters.

Unfortunately, this Subcommittee apparently does not provide funds for bridges, for building bigger bridges is the real solution to the flooding problems of Phoenix. We do believe you can appropriate money to relocate those few Phoenix area residents who are located in the floodplain. This is the third time they have been flooded in two years through no fault of their own. Against the recommendations of its own planning board, the local county government ap-

proved construction of these homes in the floodplain and most of the present residents unknowingly purchased homes from the developer.

One community, Allenville, is already being relocated under provisions of Section 205 of the 1948 Flood Control Act, as amended. Fortunately, Allenville fell within the $3 million limitation. Unfortunately, a relocation of the remaining community, Holly Acres, would cost $5 million and the people are in a quandary. We feel they should be offered the same conditions as Allenville and ask the Subcommittee to provide those funds this year.

Raising Roosevelt appears necessary for dam safety purposes. While it could be funded under dam safety appropriations, this year's budget constraints would probably preclude this. We therefore ask this Subcommittee to divert some of this year's CAP appropriations to expedite the study, design and implementation of raising Roosevelt to protect the lives and property of the more than one million residents of the Phoenix area. We also strongly support diverting CAP funds for relocating Holly Acres.

In light of our nation's exorbitant inflation rate, we strongly support reduced federal spending in noncritical areas. Therefore, we recommend eliminating the entire $144 million CAP appropriation, except for the aforementioned diversion of funds. Delay of CAP is unquestionably noncritical. The mayor of Tucson told this Subcommittee last year that "Tucson would not dry up and blow away without CAP." The Phoenix area has enough surface water to support its projected 2020 population and thousands of acres of agriculture. Central Arizona has sufficient groundwater in storage to support these two cities through a total drought of more than a century, according to water supply estimates by the U.S. Geological Survey.

Delaying CAP will permit the 547 megawatts from the existing Navajo power plant to continue to be used for more constructive purposes than pumping CAP water. Such a delay will permit us to reassess the logic of pumping CAP water 2000 vertical feet to "rescue" areas that are pumping water from less than 600 vertical feet. As the attached news article shows, the Department of Agriculture scientist recommends reevaluation of the CAP with consideration given to the amount of energy consumed. Arizona crops consume more energy per acre than any other state. Arizona produced only 1.05% of the U.S. crop value while consuming 9.2% and 9.51%, respectively, of all U.S. agricultural natural gas and electrical power in 1974. To rescue a small part of Arizona agriculture, the CAP will consume 2.3 billion kilowatt hours of energy while all Arizona agriculture consumes only a little more than 3 billion kilowatt hours.

Delaying CAP will also permit Arizona to begin negotiations with other areas to sell its CAP water to the highest bidder. This would utilize the free market system that used to be in vogue in this nation. As the enclosed news article shows, we recently proposed selling our CAP water to California. Such a concept can save Arizona and California several billion kilowatt hours of energy and billions of tax dollars, since both the CAP and California's Peripheral Canal could be eliminated. It will also save U.S. taxpayers $5 billion in subsidies.

When CAP and other water projects were cut from the federal budget in early 1977, 39% of the residents of the Rocky Mountain region approved of the decision while 13% were undecided. This poll was released on May 9, 1977 by the Behavior Research Center, which is associated with the Roper Poll. With inflation running rampant and budget cuts in vogue, we have little doubt that the public's reaction would be even more favorable now.

"President Carter recently cut from the federal budget *a number of water projects in western and southern states and has said he will veto any appropriations for them unless the affected states can show the projects are justified financially and environmentally.* Do you approve or disapprove of this action by the President?"

[In percent]

	Approve	Disapprove	Not sure
RM region	39	48	13
Arizona	37	51	12
Colorado	−45	45	10
Idaho	−61	28	11
Montana	39	51	10
Nevada	12	60	28
New Mexico	−45	40	15
Utah	20	68	12
Wyoming	−59	36	5

[From the Phoenix Gazette, Sept. 5, 1979]

Flood Plan Studied To Protect Phoenix Without New Dams

(By John L. Carpenter)

Metro Phoenix can be protected from flooding without building any new dams or raising old ones.

A plan to accomplish that is under serious consideration, the U.S. Bureau of Reclamation disclosed.

The protected floodplain management plan requires no new dam building but would require some relocation of structures now in flood paths, bigger bridges and some small flood-protection walls.

Floodwaters would flow down the Salt River until they could flow no more.

"We don't have to have any new dams," declared Herbert Dishlip, manager of the Central Arizona Water Control Study (formerly known as the Orme Dam alternatives' study).

"We would just let the flood happen and flow down the river so it wouldn't damage anything," he explained.

Cost comparisons of the alternatives haven't been completed. But there seems little doubt a protected floodplain would cost millions less than the construction of two new dams.

The originally proposed Orme Dam (dropped by the Carter administration from CAP plans because of expected environmental problems) was a double-purpose dam—flood control and CAP water storage.

Dishlip, who heads the study which is to be completed by May 1982, says that two dams would now have to be built as an alternative, since one wouldn't do the dual tasks, unless located at or just below the Salt-Verde rivers' confluence.

Hence, the CAP storage dam would likely be built at one of these sites: New Waddell, upper (Salt-Verde) confluence, Florence, Buttes or Tat Momolikot—on the Agua Fria or Gila rivers or tributaries. A flood control dam would likely be built on the Verde at Modified Horseshoe, Cliff or New Bartlett sites, or in lieu of these, raising of Roosevelt Dam for flood control.

Dishlip said one other system is possible—a dam at or below the confluence plus a water recharge program on the Salt River bed. (A study is under way to discover whether the Salt bed aquifers would take and store water, which subsequently could be pumped-up for use.)

The reclamation study, in concert with other agencies, is aimed at providing political decisionmakers with an alternative to Orme Dam, once a key part of the Central Arizona Project.

[From the Arizona Republic, Oct. 16, 1979]

1-Man, 1-Vote Principle Ordered In SRP Elections

(By Brent Whiting)

The Salt River Project policy of granting one vote to landholders for every acre they own and denying a vote to renters has been struck down by a federal appeals court in San Francisco.

The decision by the 9th U.S. Circuit Court of Appeals requires a one-man, one-vote system that would allow urban areas to wrest control of the SRP from agricultural interests.

The appellate court said the one-man, one-vote system must be imposed in SRP elections because disproportionate power is held by SRP landowners over electrical customers.

The landowners have this power even though SRP's financial burden falls primarily upon power purchasers, the court ruled.

"The effect of the opinion will be to place the leadership and control of the Salt River Project in the hands of the people—the residents of the Phoenix metropolitan area." Phoenix lawyer Bruce Meyerson said Monday.

"Historically . . . landowners have dominated and controlled the project," he said. "Under this opinion, this type of special-interest control no longer will be possible."

Meyerson, director of the Arizona Center for Law in the Public Interest, filed a lawsuit in 1975 that led to Friday's decision by a panel of three federal judges.

SRP attorney John L. Kyl said he will ask the U.S. Supreme Court to review the decision.

Kyl said A. J. "Jack" Pfister, general manager of SRP, is in Portland, Ore. and will make no comment on the ruling until he returns to Phoenix on Wednesday.

SRP, a quasi-public utility, sells water and electricity in metropolitan Phoenix and some surrounding areas. Its charter grants it powers to tax and to use private land within the district as bond collateral.

In the election of SRP board members, voters have received one vote for every acre of land owned. Owners of less than an acre—which means most urban dwellers—have been entitled only to a fraction of a vote.

At issue before the appelate court was an appeal by Meyerson of a decision by U.S. District Judge Walter Craig of Phoenix, who upheld the constitutionality of SRP's one-vote-per-acre system.

Craig ruled in a suit filed by Meyerson on behalf of five persons served by SRP who owned no land or less than an acre.

Craig's ruling was reversed in a 2–1 decision.

The appellate court's decision mandated a one-man, one-vote system for electing directors of the Salt River Project Agricultural Improvement and Power District, but left intact the acreage voting system for the Salt River Valley Water Users' Association, a separate entity.

The voting system of the Water Users' Association was not at issue. Both the water and power entities are referred to collectively as the Salt River Project.

Although election of separate boards is possible, the same persons historically have been elected to serve on both.

Because the Power District controls both the power- and water-delivery operations of the SRP, it holds virtual control of the project, Meyerson said.

Kyl, the SRP attorney, disagreed with Meyerson's assessment.

"This is not a careful statement of the facts," he said.

Under the Reclamation Act of 1902, the Water Users' Association was established for storage and delivery of water in the Salt River Valley. SRP delivers water to 250,000 acres of land.

The Power District, which was formed in 1937 with boundaries almost identical to those of the Water User's Association, now delivers electricity to about 280,000 customers.

In 1978, when the last SRP election occurred, votes could be cast for nearly 133,000 acres of Power District land and for nearly 121,448 acres in the Water Users' Association. Corporations that own land cannot vote.

A total of 21,106 votes was cast by 1,485 persons in the Water Users' Association election, while 25,768 votes were cast by 1,505 persons in the Power District balloting.

Meyerson's suit contended that this system of voting favored large landowners—primarily farmers and ranchers—who use much SRP-supplied water.

The Court of Appeals noted that 98 percent of SRP's total revenues are derived from electricity operations and that nearly all residents in the district are "vitally affected (by the voting) in ways unrelated to ownership of real property."

Kyl's briefs in the case argued that the acreage-voting system did not violate constitutional provisions for equal protection and due process.

He argued that landowner-based voting systems for limited-purpose districts such as SRP were constitutional.

Kyl argued the primary purpose of SRP was to provide water to district lands and that sale of electricity was secondary.

The Court of Appeals ruled, however, the "the scale of the district's operations simply does not permit the interpretation that the electric utility is a side venture that the district dabbles in to pick up a little extra money in order to benefit the landowners."

The court held that since the electric operations of SRP were interwoven with the water-delivery functions, the principle of one-man, one-vote could not be abridged.

The court also held that the SRP cannot be characterized as having a special limited purpose because it is not concerned solely with providing water for agriculture.

Nearly 40 percent of the water delivered by the SRP is used and paid for in a manner unrelated to agriculture or land ownership, the court held.

"In view of the magnitude of the electric utility operations and the large percentage of the water services which are used and paid for in a manner unrelated to land ownership, it would elevate form over substance to characterize the district as functioning solely for the benefit of landowners," the Court of Appeals ruled.

[From the Tribune, Mesa, Ariz., June 24, 1979]

"A WASTE OF ENERGY AND MONEY"—CAP ALL WET, OPPONENTS SAY

(By Ted Ruston)

It makes no sense to waste money and energy pumping water uphill when there is an alternative that will turn a profit instead, says an opponent of the Central Arizona Project.

"Arizona could earn more than $100 million a year if we sold our share of Colorado River water to Los Angeles," said Frank Welsh, executive director of Citizens Concerned About the Project.

"People talk about saving tax dollars," he said. "This is a proposal to cut taxes by selling water we don't need, by saving the costs of building the CAP and by saving the tremendous costs to pump water through the CAP."

The project will pump water about 2,000 feet uphill over the Buckskin Mountains. From there it will flow through canals and aqueducts to Phoenix and Tucson.

Welsh said the $100 million savings would be more than enough to eliminate Arizona's state property tax levy, which brought in about $76 million in revenue last year.

"Virtually every study shows central Arizona already has plenty of water available for people and industry," Welsh added. "We don't need the CAP."

Arizona is entitled to 2.8 million acre-feet of water per year from the Colorado River, but now uses only about half of that.

The water not used by Arizona is pumped from the river to supply Los Angeles. When the CAP is completed, Arizona will have the right to "reclaim" this water and Los Angeles will have to look elsewhere.

The alternative for Los Angeles would be to pump water from north of San Francisco, which involves lifting it 3,500 feet.

"The CAP and California projects require lifting water more than a mile, whereas the alternative of selling our water to L.A. requires only a 1,600-foot lift across the Mohave Desert," said Dr. Robert Witzeman of the Maricopa Audubon Society.

Witzeman joined Welsh last week in outlining an alternative to the CAP. Welsh, a Phoenix civil engineer and attorney, has been an opponent of the project since 1974.

"It will require two billion kilowatt-hours of electricity per year to pump CAP water over the Buckskin Mountains," Witzeman said. "That's enough electricity to supply a city of 600,000 people.

"The California project to replace the CAP water will require nine billion kilowatt-hours per year.

"By not building the CAP, it will save Arizona taxpayers $5 billion and several billion kilowatt-hours of energy," Witzeman said. "It also will save Californians several billion dollars and several billion kilowatt-hours of energy."

Witzeman noted that because a considerable portion of the output of the Palo Verde Nuclear Plant will go to California, if the electricity were not needed for pumping water the plant's fourth and fifth units would be unnecessary.

Welsh and Witzeman admitted they have not contacted California authorities yet to determine their reaction to their proposal "because we wanted all of the initiative on this proposal to come from Arizona people."

If California officials refuse the offer, Welsh and Witzeman suggested using Arizona's share of the CAP water to develop irrigated farmland in the southwestern portion of the state.

In central Arizona the lack of CAP water could be offset by retiring farmland from agricultural production, they said.

"Seventy-three percent of central Arizona's crops are the type farmers are paid not to grow elsewhere in the nation, while only 7 percent is citrus or vegetables," Witzeman said.

Welsh pointed out the CAP will solve half of the current water overuse problems in central Arizona, and said state officials are proposing the retirement of farmlands to reach a full solution.

The only reason for building the CAP is to help resolve the groundwater depletion caused by wasteful agricultural practices, he said.

[From the Arizona Republic, Mar. 6, 1980]

RISING ENERGY TAB TO CURB IRRIGATION, EXPERT SAYS

(By Donald Lowery)

TUCSON.—The increasing cost of energy used to move water will require crops to be grown in areas where smaller amounts of energy are needed for irrigation, a Department of Agriculture scientist says.

Stephen Rawlins said irrigation projects planned for the near future, including the Central Arizona Project, should be re-evaluated with consideration given to the amount of energy they will use.

The chief researcher for the Agriculture Department's salinity laboratory in Riverside, Calif., made the remarks last week during a meeting of the Arizona Agricultural Business Forum.

"Let's stop fooling ourselves that we can grow crops in the future with water" that requires large amounts of energy to bring it to farms, he said.

Rawlins said the world faces a serious food shortage if irrigated agriculture is diminished significantly as a result of higher energy costs.

"The supply of food, like oil, will not increase as the price increases. If appropriate plans are not made early enough, we cannot expect food production to increase automatically in response to increasing prices during a crisis."

He noted that CAP water will have to be lifted more than 1,000 feet to reach Phoenix and Tucson, and questioned whether these areas are energy-efficient enough to grow irrigated crops.

"Will Central Arizona Project water grow crops, or will it be affordable only to increased municipal and industrial use in an area already running short of clean air?" he asked.

Rawlins said farmers are going to have to stop using water that is not essential for crop growth, not only to save water, but to cut energy consumption.

Despite energy conservation efforts, many farmers will not be able to stay in business because of the increased cost of water, he said.

Mr. BEVILL. That was a very good statement. Mr. Burge?

STATEMENT OF SCOTT BURGE

Mr. BURGE. The issue that I would like to talk about would be the Orme Dam.

Orme Dam has been touted as the flood control answer to the Valley. In fact Orme Dam's cost benefit ratio for flood control is .221, which is a negative cost benefit ratio.

The scenario of the last flood in Phoenix points out our problems. In the last three floods we have had damages to bridges, the airport, two subdivisions and the Legislature is now currently building five new all weather bridges, channelizing around the airport.

Additional bridges have been planned. If all of these take place, the only problem in the Salt River Project area for flood control would be the one subdivision of Holly Acres.

I might say that during the last flood, 155 homes, 17 mobile homes and 60 businesses were affected throughout the State, and that is throughout the State.

The main problem is with Holly Acres. Holly Acres in 1965 was granted a building permit to build that subdivision in a flood plain that the County Flood Control District recommended not to be built, and it has always been a big problem. They are basically in the flood plains of two rivers, both the Gila River and the Agua Fria River.

Theose people should be relocated. Relocating those families, the Army Corps of Engineers has estimated would cost $4.7 million. Once we have taken care of the bridges and we have taken care of Holly Acres there is no reason for the Orme Dam.

We can with the present dams up above, according to our engineering studies, we can take the Standard Project Flood which is our largest, 290,000 cubic feet per second, and continue that down to 150,000 feet per second, which is less than the current 190,000 cubic feet per second which is the 100-year flood plain laws.

Raising Roosevelt, which must be done according to a 1970 Bureau of Reclamation Report, raising Roosevelt 20 feet, we can contain 110,000 cubic feet per second. Given the adequate bridges and the channelization around Holly Acres, our problem is solved, and there is no need for the Orme Dam.

Mr. BEVILL. All right.

Thank you very much for a very fine statement.

[The statement follows:]

TESTIMONY TO THE U.S. CONGRESS, PUBLIC WORKS APPROPRIATIONS SUBCOMMITTEE CONCERNING THE CENTRAL ARIZONA PROJECT

by Scott Burge
Phoenix, Arizona

March 27, 1980

The testimony given here will address two points, the economics of the Central Arizona Project and flood control in central Arizona.

One year ago the Maricopa Audubon Society, of which I am President, endorsed the findings of a study by Dr. Thomas Power, Chairman of the Department of Economics of the University of Montana, entitled "An Economic Analysis of the Central Arizona Project." Dr. Power's study found that the Central Arizona Project (CAP) would cost the U.S. taxpayer more than 5.4 billion dollars in subsidies while yielding no positive net return to the nation. Additionally, the benefit-cost ratio (B/C) was less than 0.35 to 1.00, not 1.6 to 1.0 as claimed by the Bureau of Reclamation.

Senator J. Bennett Johnston requested that Mr. Keith Higginson, Commissioner of the U.S. Water and Power Resources Service, respond to Dr. Power's conclusions. The statement Mr. Higginson prepared attempted to challenge the eleven points on which Dr. Power based his conclusions.

Mr. Higginson's response creates even greater doubt concerning the economic viability of the CAP. A brief synopsis of Mr. Higginson's criticism of the report, and our rebuttal follow:

Mr. Higginson's testimony challenged Dr. Power's statement that the value of municipal and industrial water (M & I water) had been estimated "in a way that guarantees positive net benefits no matter what the demand for or cost of M & I water." Mr. Higginson stated that it is the policy of his agency, in accordance with "Principles and Standards," followed by federal water planning agencies, to base the evaluation of M & I water "on the willingness to pay which is approximated by estimating the cost of the most likely alternative to be built in the absence of the project which would produce a comparable suppy." However, the "Principles and Standards" of the Water Resources Council (WRC) (p. 72983, Federal Register, December 14, 1979) insists of the alternative used to establish M & I water values that "It must be more than a hypothetical project. It must be a real alternative that could and would likely be undertaken...." The alternative to the CAP was purely hypothetical and was never intended to be built. The Bureau of Reclamation invented it purely for the sake of producing a positive ratio for the CAP. The new "Procedures for Evaluation" of the WRC, if applied to the CAP, would show a negative B/C ratio for M & I water.

Mr. Higginson apparently inferred from Dr. Power's statement, "ignoring lower cost sources of M & I water," that the Bureau would be put in a stance of advocating free enterprise, a stance quite unforgivable in water projects. The Commissioner stated that it was not the agency's policy to promote the cannibalization of irrigated lands by municipalities. Central Arizona has changed and the CAP hasn't. The Commissioner wishes to turn back the clock of time and cast Arizona back into the simple farming economy it once enjoyed.

Central Arizona, having some of the fastest growing cities in the U.S., is developing new economic foundations in electronics, light industry, retirement and other urban-related pursuits. The Bureau cannot stop growth and progress by claiming that agriculture should not be cannibalized because of "social losses that could attend the needless sacrifice of green open space of farmland." The evolution of Arizona's economic base is inescapable and to the benefit of most of the citizens in the region except those few to whom the Bureau caters. The Bureau may choose to ignore this change; however, it is occurring and they have not, and apparently will not consider this in their B/C calculations.

The Commissioner attacked Dr. Power for his valuation of water at $8.00 an acre-foot (af); the Bureau assigned a value of $43.00/af. Mr. Higginson claimed that Dr. Power misinterpreted an empirical study on the value of CAP water by Dr. Maurice Kelso of the University of Arizona. The Bureau states that Dr. Kelso's data upholds their value of the price of water. Such a statement shows the Bureau's inept handling of Dr. Kelso's studies. Dr. Kelso found that over 50% of the water is valued at less than $12.00/af; such a figure is more supportive of Dr. Power's contention of a relatively low valuation of water.

The Commissioner also defended the agency's policy of using costly, highly subsidized federal water projects to subvert the free market, stating "If the Central Arizona Project were to decrease farm prices, this would be considered a national benefit...." This is ludicrous because in recent years 73% of Arizona's crops have been eligible for farm set-aside subidies. The nation ends up subsidizing expensive water projects to grow surplus crops, and then subsidizes farmers elsewhere not to grow the same crops. The Commissioner also stated that Arizona products do not conflict with the rest of the nation's agricultural production because they are apparently in different markets. There is only one national and international market for agricultural products and it is highly competitive. No buyer is willing to pay more for Arizona products just because they are from Arizona.

A "persistent worldwide shortage" of food does not create a demand for Arizona products, nor does it aid in the U.S, balance of payments unless those who are starving have money to buy Arizona products. It is the inability to pay for food which makes the world hungry.

A final point shows the Bureau's evident failure to view each one of its projects in a national scenario. Dr. Power stated that the Central Arizona Project constitutes a net loss of water to California and is, therefore, a benefit trade-off at best. The Commissioner responded that California will be replenished by water from the Feather River in Northern California. This statement shows the Commissioner's lack of appreciation for the serious problems these federal water projects engender. They create an artificial need for new projects.

The issue of flood control has received much attention in Arizona after three floods since March 1978. The flood control question in central Arizona, as it relates to the Salt River flow through the Phoenix metropolitan area, is one of philosophy.

The Non-Orme Dam solution to flood control would require that the upstream facilities should reduce the Standard Project Flood (290,000 cubic feet per second) to 150,000 cfs. This covers somewhat less than the present legal 100 year flood plain. The law requires that development be limited within this flood plain. Additionally, to accomplish the Non-Orme Dam Plan would require raising Roosevelt Dam, altering the operational criteria of Horseshoe and Bartlett Dams, building adequate bridges (currently only three are designed for such flows), channelization around the airport and protecting or relocating Holly Acres.

Proponents of an Orme Dam call for its construction to reduce the Standard Project Flood to 50,000 cfs. The plan would also call for the reconstruction of Roosevelt Dam (to protect the downstream Stewart Mountain Dam), building adequate bridges (the only three bridges designed for such flows are also designed for the Non-Orme Plan), possible channelization around the Phoenix Sky Harbor Airport and Holly Acres. This plan would cost upwards of a third of a billion dollars, whereas the Non-Orme Dam solution would be a fraction of the cost.

A brief look at the floods of the past two years will show that the main damages were to bridges, the airport and to two communities (one of which is being relocated).

Currently, seven new bridges are planned or under construction, which should remedy the transportation problem, and monies have been allocated for channelizing around the airport. This leaves Holly Acres to be either relocated or protected by a system of dikes or levees.

The federal government may alter existing dams to achieve the 150,000 cfs flood plain. To buy more protection for central Arizona is a waste of federal tax dollars. The Pro-Orme press and politicians in Arizona which call for the construction of Orme Dam do the citizens of the state a great disservice in asking the federal government not to accomplish flood control in the fastest and most economic matter. They have asked for more protection than they need and have thereby greatly prolonged its implementation.

CAMPGROUND LAKE, KENTUCKY, PROJECT

WITNESSES

EUGENE ROYALTY, SECRETARY-TREASURER, BEECH FORK PRESERVATION ASSOCIATION
ANN GREGORY

Mr. BEVILL. Next we have Eugene Royalty and Ms. Ann Gregory, of the Beech Fork Preservation Association. We shall be delighted to hear from you.

Your statements will be included in the record.

[The statement follows:]

1832

Beech Fork Preservation Association

Route 3-A, Box 158
Springfield, Kentucky 40069

Testimony Before the House and Senate
Subcommittees on Energy and Water
Development Regarding the Campground
Lake, Kentucky, Project

Submitted By

Eugene Royalty
Secretary Treasurer
Beech Fork Preservation Association
Route 3 A, Box 158
Springfield, Kentucky 40069

March 27, 1980

My name is Eugene Royalty. I am representing the Beech Fork Preservation Association of Springfield, Kentucky. We are here to go on record as opposing the Army Corps of Engineers' proposed Campground Lake in Washington, Nelson, and Anderson Counties in Kentucky.

In January, 1980, we received notice that Representative William Natcher had asked for more study funds, $ 300,000, for further Phase I study on Campground Lake. We ask that the request be denied and that the entire project be scrapped. Not long ago President Carter recommended that large water projects such as multipurpose dams be abandoned. Some of our reasons for opposing this multipurpose dam are as follows:

This dam will take approximately 18,500 acres of land out of use. Some of us will be losing all of our prime food producing land and our land will be lost forever in order to attempt to prevent occasional downstream flooding. Already, land is being destroyed at the rate of over 8,000 acres per day by being covered with concrete, homes, roads, factories, lakes, etc. Washington County will lose a large tax base, which will drive taxes in the surrounding areas up in order to compensate for the loss.

Flood control was considered a major benefit in the original Corps' plan. Since Campground was authorized in 1974, the cost of flood control storage has risen to the point where only one-half of the original 11.1 inches of runoff storage space is now economically feasible. This is because there is little development in the flood plain below the dam site. There is no industry to speak of and the four damageable communities have populations between 500 and 1,500. Flood walls or levees could be built, snagging and clearing could be done in the lower Rolling Fork River area in order to prevent backwater flooding. All these alternatives are cheaper and are more reasonable means of solving the flooding problem. Since flooding can never be totally prevented, even with a dam, planners should consider the costs to the benefits more closely.

Recreation was also supposed to be a major asset of the Campground Lake. Now, however, the Commonwealth of Kentucky is unwilling to cost share on the recreational facilities. The Louisville District Corps received a letter from the Kentucky Department of Parks Commissioner in November 1978 which stated that Kentucky is no longer willing to participate in any more federal-state cost sharing agreements in the Federal Water Project Recreation Act PL 89-72. Due to this, the benefits of recreation in current feasible plans have dropped to a paultry 0.4%.

Already within a 100 mile radius we have six recreational Lakes: Herrington, Green River, Cumberland, Nolin, Rough River, and currently under construction is Taylorsville Lake. If Campground Lake were built, some parts of it and Taylorsville would be within five miles of each other. Washington County has a small fishing, swimming, and skiing lake called Willisburg Lake. This area is saturated with lakes and there are only so many tourists to go around, especially when the cost of fuel for cars and boats is climbing.

Now, a major benefit of the proposed lake is supposed to be water supply. In the original plan, only 6% of the benefits were for water supply. Current alternative plans have soared the water supply benefits to as much as 82% in order to formulate a feasible plan. But in order for this to be economically

feasible, the Corps must have commitments from potential users for 177 million gallons per day (MGD) of water supply storage space. The state of Kentucky has said it will take 10 MGD for irrigation. The yearly average rainfall for the state is 42 to 44 inches per year so why the need for irrigation?

There are no solid commitments for the other 167 MGD. The Corps has had correspondence with the Louisville Water Company (LWC) concerning the possibility of Campground Lake as an alternative water source to the Ohio River, which is now their main source. LWC inquired into the possibility of purchasing part or even all of the remaining 167 MGD storage space, but they are unwilling to make any commitments because they are still studying other alternative water sources for the city of Louisville other than the water from the Ohio.

Of definite importance to us is the fact that a number of churches will be relocated and disbanded and cemetaries will have to be moved. Members of some congregations will be on different sides of the lake. Some of us have been on our land for nearly 100 years. It is HOME to us at a time when many people have no stable roots. Others who have not been here as long are fighting nearly as hard to hold on to what is theirs. The Corps is infringing upon our rights as American citizens to live as we want, at a profession we want, and what the country needs.

One of the loveliest valleys anywhere will become a huge mudflat, in constant view of our Lincoln Homestead State Park. Tourists from throughout the country have admired the valley, with its acres of corn and tobacco. Among other historic sites to be inundated and destroyed are the Mt. Zion Covered Bridge and the Tatum Springs Hotel, once noted for its invigorating mineral springs.

In this time of rising inflation, taxpayers' money should be spent more wisely. Other problems need more urgent consideration. The cost of this project is already estimated to be $97,700,000. Over $439,000 has been spent for a plethora of infeasible and unjustifiable plans. We urge you to stop all funding for this boondoggle project today.

Thank you for your consideration in this matter.

LOSSES OF AGRICULTURAL LAND

Mr. ROYALTY. We did come here to voice our opposition against the Campground Lake in the central part of Kentucky. We do have a personal interest in it; I, as a farmer, will lose some land. The young lady sitting beside me will lose 150 acres of very fine bottom land, land that I am sure a lot of mountain people would love to have an acre or so of.

It is going to take about 18,000 or more of our prime farm land. I realize that land acquisition is a controversial subject. We feel that the Corps of Engineers has not proven a justifiable case for this lake.

One point I would like to make of a personal nature, we are going to lose the church I have attended all my life. It will be disbanded forever because of the way the lake will be situated. I had a grandfather who built the church, another grandfather on the other side of the family who preached in the church. We hate to lose our church.

We don't have a lot of fancy paraphernalia to present in our opposition, but the Corps of Engineers has been studying this for some years, and it has boiled down to three issues that would perhaps be justifiable in building the lake which would be recreation and flood control and water supply. Recreation, we feel as of now is a moot question, because the State of Kentucky in 1978 had voiced their opposition. They will not cost-share in any recreation for two reasons. We have in that area about six lakes of a comparable size that are used for recreation within a 100-mile area. We feel we are saturated with this type lake.

Another thing: If the proposed lake goes in, we have a State park lake, and the scenic view from that will be a mud flat. We are losing one of our last wooden bridges in the State of Kentucky, plus an old resort hotel. We feel recreation is out of the question according to the Corps of Engineers figures they presented.

We do see some merit in flood control. We do feel for the people that would be below the dam. We have been flooded ourselves on occasion, and we know it is heart-breaking to lose your land and to have these floods come up into your home. It has been in this church I spoke of.

We would be going on record we would like to see something done such as floodwalls or levees or dredging, but we hate to see all this land drowned permanently to help those down below.

Flood control costs according to their figures have risen so it will only handle about half the control it would when the project was started. We really do not feel this is a viable justification for it.

The one thing that the Corps is putting all its eggs in the basket is to justify water supply. When the project was first started, or when I became aware of it, about six percent of the total figure was allocated to water supply. Now, about 82 percent on this last project is allocated. According to the Corps of Engineers, in order to prove that this would be justifiable, someone would have to be willing to buy 177 million gallons of water per day. As of now, we have no major commitments for that water. However, the State of Kentucky, about two years ago, did make a commitment and say it would be willing to buy ten million gallons a day for irrigation purposes. This has been

very vague. No one knows how, why, or where. We do have rainfall of over 40 inches. Last year, it was about 50, and was almost flooded without the dam. We don't think irrigation is a major concern, as it would be in some of the more arid States.

The City of Louisville has indicated some interest because they are hunting for a better way of supplying their water, but they have not made any major commitment that they would be willing to purchase some of that 177 million. We don't feel they will ever do this. This is just a personal opinion.

One of the major costs as of right now behind the wall storage for the amount of water they would want to buy would cost about $57 million, not counting the piping and all the pumping, et cetera. I don't believe the lake could supply more than half their needs.

We don't feel water is justifiable in this case, either. Up to now, there has been over $400,000 spent on a study.

The estimated costs of the dam from inception was about $60 million, and it has risen to almost $98 million. We feel that the Corps has done an excellent job of researching this. Congressman Natcher has been doing an excellent job in seeing that it has been researched. We also feel there has been enough study on it. We would like to see the thing laid to rest. We appreciate your giving us the time.

Mr. BEVILL. It was a very fine statement, and certainly this committee will consider your entire statement.

STATEMENT OF CONGRESSMAN ULLMAN OF OREGON

We have a statement from our good friend and colleague, Congressman Al Ullman, the Chairman of the Ways and Means Committee. It will appear in the record at this point.

[The statement follows:]

STATEMENT OF HON. AL ULLMAN

It is always a pleasure to appear before this Subcommittee to share my concerns about the Administration's Budget Requests and let you know how they will affect Oregon's Second Congressional District. I also want to take this opportunity to commend you for the strong support you have shown in the past for the special budget needs of my District.

This year we all face the difficult task of achieving a balanced budget. Therefore I have carefully reviewed the many requests for additional funding and have included only those of highest priority. I strongly support the budget requests for the projects listed on the summary sheet, and urge that they be fully funded so that these water and energy projects, so vital to the Pacific Northwest, can continue as planned.

As you know, the Corps of Engineers has indicated that many of the construction projects have an additional capability for FY 1981. To delay them will undoubtedly result in increased costs. I have indicated those projects where additional funding could be used, but am leaving to the Subcommittee the appropriate level of funding.

I would like to specifically mention three important projects of concern to my District. One of these is the *A-Canal Cross Drainage Study in Klamath Falls*. I first requested funds for this study in FY 1980 and was very pleased with the response of this Subcommittee. This year I am asking that funds be allocated for the completion of this vital study. It is the only project under the Water and Power Resources Service budget for which I am requesting additional funds, and is greatly needed because of the current drainage and canal situation in Klamath Falls which could lead to a catastrophe.

The *Willow Creek Dam* project is another one of great importance to residents of my District. I am pleased that funds were included in the President's

Budget Request for the Corps of Engineers, and I fully support the project. It will prevent the possibility of major flooding in the town of Heppner, Oregon.

I also urge the Subcommittee to include funding for the *McNary Dam Second Powerhouse* on the Columbia River. Any delay of this project will only add to costs and further complicate the energy situation in the Pacific Northwest.

Thank you again for the opportunity to be here today. I am also submitting a more detailed statement of my concerns.

	Fiscal year 1981 budget request	Additional capability
Water and power resources service:		
General investigations:		
Owyhee powerplant	108,000	0
Grande Ronde River	125,000	0
Deschutes River	110,000	0
John Day River	130,000	0
Umatilla Basin	110,000	0
Klamath Falls/A Canal	0	175,000
Hermiston water conservation study	150,000	0
Boise project	101,000	0
Construction: Klamath project (D & MC)	1,006,000	0
Corps of Engineers:		
General investigations:		
Columbia River and tributaries	700,000	(1)
Klamath Basin study	0	350,000
Construction:		
Lower Snake River fish and wildlife compensation plan	25,200,000	0
Bonneville lock and dam/2d powerhouse	72,332,000	0
McNary lock and dam	9,200,000	0
John Day lock/rehabilitation	2,400,000	(1)
Willamette River bank protection	1,900,000	0
Willow Creek Dam	7,700,000	0
McNary, 2d powerhouse	0	(1)
John Day lock and dam	0	(1)

[1] Additional capability indicated.

WATER AND POWER RESOURCES SERVICE

Under the Water and Power Resources Service on the summary sheet, I have indicated a number of projects where I support the Administration's Budget Request. I urge that these be funded at this level. There is only one project for which I am requesting additional funds. That is for the continuation and completion of the Service's *A-Canal Cross Drainage Study in Klamath Falls.* I first requested funds for this in FY 1980 and was very pleased with this Subcommittee's response. I urge you to fund this study to its completion.

As I indicated to you last year, this irrigation project was designed and built by the then Bureau of Reclamation in 1905. The canal winds through the high side of the metropolitan area and virtually cuts the City of Klamath Falls in half. Under terms of a revocable license issued by the Bureau in 1931, the City was permitted to put drain inlets into the canal.

Over the years, there has been increasing urban development in the rural area with attendant run-off which has resulted in the over-burdening of the agricultural drains. On June 7, 1977, drainage from a thunderstorm nearly caused the canal to overtop and brought to the immediate attention of the community the seriousness of the problem. Failure of the canal could result in a flood of the downtown area of Klamath Falls, which lies below the canal, with great potential loss of life and property.

The Water and Power Resources Service wants no water to enter the canal except through the headgates. The cost of removal of the drain inlets is estimated at $2 to $3 million.

As I indicated to you in my statement last year, it appears to me that both the City and the Service share some responsibility in creating the problems and, it follows, in resolving them. The $175,000 I am requesting for FY 1981 would allow the Service to complete the study in FY 1981 to determine just how much drain water the Canal should be expected to carry, costs of an alternative drain system, and how best to resolve this problem. I strongly urge that this project be funded.

A new investigation included in the budget this year is for the *Hermiston Water Conservation Study*. This is a study of the Hermiston Irrigation District near the Umatilla River in north-central Oregon. These irrigation facilities were completed in 1908. The water supply for the 7,600 acres averages about 80,000 square feet, but much of it is lost in transmission. Seventy-five percent of the distribution system is unlined canal and lateral. Water delivery facilities and efficiency are considered poor and it is believed that both onfarm and conveyance water management could be greatly improved. The study would propose improvements which could be made. Because of the importance of such a study to the farming interests in the area, I strongly urge that the budget request be funded.

CORPS OF ENGINEERS

I am requesting funds for the continuation of the *Klamath Basin Study*. As you will remember, this study was initiated a few years ago, and Phase I was completed with FY 1979 funds. Because of questions about the study in the community, no funds were requested in FY 1980. The community now has requested that Phase II of the study be initiated.

To refresh your memories, there are serious water-related problems in the Klamath River Basin in Oregon. They center around the two largest lakes in the area; Lake Ewauna and Upper Klamath Lake. Both are being filled and, in all probability, killed by the rapid growth of algae.

The Upper Klamath Lake is shallow, the algae of which is particularly prone to photosynthesis in the summer months. This condition is exacerbated by the constant inflow of nutrients from various streams. Deterioration of water quality in the lake is believed to be the primary source of similar eutrophication problems in Lake Ewauna, which is located just downstream from the Upper Klamath Lake.

The proposed study would be a project of about five years and would try to find satisfactory and feasible means to address the eutrophication problems of these two lakes.

Another Corps project I would like to highlight is the *Willow Creek Dam* project in Heppner, Oregon. I am pleased that funds were included in President's Budget Request and fully support it.

The dam will provide flood protection for the City of Heppner and the downstream area by controlling runoff from a drainage area of ninety-six square miles. The people of Heppner are concerned that this project be funded. The city's business and industrial districts, as well as about eighty percent of its residential area, are located within the 100-year old flood plain of Willow Creek. A thunderstorm on a hot, summer afternoon can result in a wall of water rushing through the town, destroying everything in its path. This happened in the 1903 flood when 1.5 inches of rain and hail fell in a twenty minute period. Two hundred and forty-seven lives were lost and thousands of dollars in property damage.

The installation will be a roller compacted concrete structure which will allow a far superior layout of the spillway and stilling basin as compared to a rockfill dam.

I also want to bring to your attention the *McNary Second Powerhouse* project. The report of Phase I was completed in October of 1979 and is scheduled for presentation to the Board of Engineers and Harbors in April of this year. No funds have been included in the budget for FY 1981. If the Second Powerhouse is authorized for construction in FY 1980, we will need funding for FY 1981 to move ahead with this exceedingly important project. Located on the Oregon side of the Columbia River, it will have an installed capacity of over one million kilowatts. This would more than double the existing plant capacity and provide crucial additional energy for the Pacific Northwest.

I also want to emphasize my support for the budget request for the *Lower Snake Compensation Plan* project. This plan is designed to partially compensate for fish and wildlife losses associated with construction and operation of hydroelectric projects on the Lower Snake River. The money for FY 1981 will be used to complete design and begin construction of a steelhead hatchery near Hagerman, Idaho; continnue construction of a spring chinook hatchery on Lookingglass Creek near Elgin, Oregon; and to complete the water supply distribution system for hatchery facilities near Lyon's Ferry, Washington, as well as funds to begin construction of the hatchery at that location. It will also include funds to complete the design and begin construction of the steelhead hatchery is the Twin Falls, Idaho, area.

STATEMENT OF CONGRESSMAN MOAKLEY OF MASSACHUSETTS

Mr. BEVILL. We also have a statement from our good friend, Congressman Joe Moakley, who intended to be with us today. His statement will appear in the record at this point.

[The statement follows:]

STATEMENT OF REPRESENTATIVE JOHN JOSEPH MOAKLEY

Mr. Chairman and distinguished Members of the Subcommittee. We in the Congress, and especially you—the Members of the Appropriations Committee, face the difficult task of allocating in this period of economic crisis. There is no room for excess in a balanced budget, and we must prioritize water project funding.

But, this belt-tightening process does not mean we can or should abandon projects that will assist us in addressing some of the problems now confronting America. Many older cities and towns in the Northeast and Midwest face serious problems in maintaining and replacing the underground pipes which distribute water for human and industrial consumption.

In January, the House saw the necessity of beginning restoration of water distribution systems by declaring there is a national interest in the conservation of existing water supplies through federal construction and assistance. Included as a pilot project for this effort was an authorization for the Army Corps of Engineers to prepare a feasibility report of the metropolitan Boston area to address the need for repair and improvement in its water delivery system.

The need for these funds is obvious. In the City of Boston, 20% of the existing water pipeline was laid prior to 1900. In 1979, 60 million gallons of water Boston purchased that year went unaccounted for, with pipe leaks and breaks and undermetering attributed as the major causes. Estimates of national water loss due to leaks range from 11 to 12%.

The City of Boston estimates that over the next 10 years their water system rehabilitation program will cost over $100 million, and this is for work on 1% of the total system each year. Boston's goal for the year 2000 is to have every water main over 100 years old rehabilitated.

At the present time, there exists no federal aid programs that can assist cities and towns in repairing water delivery systems, unless they divert funds from other pressing needs. In fact, in the period from 1950 to 1976, the Northeast received slightly more than 6% of the cumulative national water resources funds spent per capita, while the West received over 48%, the South 28% and the North-Central region 18%.

I believe by authorizing the Army Corps of Engineers to report on the need for repair and improvement of water delivery systems, we can begin to bring a measure of equity in the distribution of the federal water project funds.

Mr. Chairman, the time has come for us to examine the Northeast region's needs to meet future water demand. We must begin to address the problems of capital repair and improvement, and I believe that Boston, and other cities included in the authorization, can serve as models in the formulation of our urban water policy.

Mr. BEVILL. The Committee will adjourn now and reconvene on Monday morning, March 31, 1980.

60-588 O - 80 - 59 (pt. 10)

FRIDAY, MARCH 31, 1980.

WEST ONSLOW BEACH, NEW RIVER INLET STUDY, NORTH CAROLINA

WITNESS

HON. CHARLES WHITLEY, A REPRESENTATIVE IN CONGRESS, FROM THE STATE OF NORTH CAROLINA

Mr. BEVILL. The committee will come to order.

The Chair recognizes Mr. Whitley.

We are pleased to have you with us. You may proceed as you wish.

STATEMENT OF CONGRESSMAN WHITLEY OF NORTH CAROLINA

Mr. WHITLEY. Mr. Chairman, I appreciate this opportunity this morning. As I have told several members informally, I am going to shock you by simply asking you to approve the appropriation of the amount requested by the Corps of Engineers for a project in my district. The project is entitled West Onslow Beach and New River Inlet, North Carolina. My district takes in a part of the North Carolina coast beginning with Bogue Inlet at the north, and extending down through to Topsail Inlet and West Onslow Beach to the south. There are actually two small ocean inlets in my district, Bogue Inlet borders it to the north and then south of that is New River Inlet-Topsail Inlet.

We have an ongoing project on Bogue Inlet. The Corps of Engineers has made its report. It is now in the process of public hearings for approval and so forth, and we feel that that is going to be completed in the near future—the report part of it—and probably by next year we will have a construction request. But at the present time there is a combined study which is called West Onslow Beach-New River Inlet, and it also includes Topsail Beach and Surf City. The amount included in the President's budget request is $95,000. That is the amount that the Corps of Engineers says is their capability. This is a pretty big study when it includes all 3 of these items. However, a number of these aspects have already been studied as a part of the long-time study at Bogue Inlet and in these other coastal areas here in my district.

The project includes a study of the feasibility of deepening and/or stabilizing Topsail Inlet. It includes the feasibility of various forms of beach erosion control, hurricane protection, and related purposes, both on West Onslow Beach and on Topsail Beach or Topsail Island.

I appeared before this committee 3 years ago, and asked for a very small sum, which was approved at that time, of $20,000 for fiscal 1978, to add on the New River Inlet, not just as an authorized but as an individually funded study. This was done, and again in 1978 I asked for what amounted to a token sum of $10,000 to insure that the con-

gressional intent to have New River Inlet included as a funded study was included again in 1980. Again, this committee and the Congress approved $20,000.

The Corps has gotten the message. They have included New River Inlet with the larger ongoing study entitled "West Onslow Beach and New River Inlet," and this year the Corps has recommended $95,000. All of us this year are talking about balancing the budget. We are all going to be voting for that. There are going to be some cuts and this sort of thing, and I just want to be sure that this recommendation is approved. It covers a lot of ground. It represents the Corps capability.

There is already a lot of money that has gone into this study. We are going to lose the advantage of that if you don't continue it within the Corps capability. So, Mr. Chairman, all I am asking you and the members of this committee to do this morning is to fund this project at the recommended level.

Mr. BEVILL. Mr. Whitley, that is a very reasonable request. Certainly you know this committee will work with you.

Mr. WHITLEY. Thank you, Mr. Chairman.

Mr. BEVILL. We appreciate you and your good work here in the Congress. You have certainly been a good supporter of this committee, and we appreciate it.

Mr. WHITLEY. Thank you, sir.

Mr. BEVILL. Thank you very much for a very fine statement.

KENTUCKY PROJECTS

WITNESSES

HON. WILLIAM H. NATCHER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. TIM LEE CARTER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. ROMANO L. MAZZOLI, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. LARRY J. HOPKINS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. CARROLL HUBBARD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. GENE SNYDER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY

Mr. BEVILL. The Chair will now recognize the most distinguished, the very distinguished gentlemen from the great State of Kentucky, our good colleagues and friends. We respect each of you because you all do such a good job and we appreciate it. We will hear from the senior Member of the group, our good friend, Congressman Bill Natcher.

STATEMENT OF CONGRESSMAN NATCHER OF KENTUCKY

Mr. NATCHER. Mr. Chairman, we want to thank you and the members of your committee for permitting us to appear at this time in behalf of the Kentucky projects. All down through the years you

and your committee have been good to us, Mr. Chairman, and we want you to know that we appreciate it. When we have been able to establish the benefit-costs, have these projects properly approved according to law and we have appeared before your committee, all of you ladies and gentlemen on this committee have helped us and, Mr. Chairman, we appreciate it.

First I would like to say just a word about two projects in the Second Congressional District, the district that I represent. Both are in the budget. The Taylorsville Lake project is in the sixth year of construction and is in the budget for $31,620,000. The second project, also in the budget, Mr. Chairman, is the Camp Lake project, Phase I, $300,000 in the budget.

I respectfully request, Mr. Chairman, that you and the members of your committee approve these two items, and to save time with your permission, Mr. Chairman, I would like at this point in the record to place my statement in its entirety.

Mr. BEVILL. Permission is granted.

(The statement follows:)

STATEMENT OF REPRESENTATIVE WILLIAM H. NATCHER

Mr. Chairman, we appreciate the opportunity to appear at this time in behalf of the projects for Kentucky. Kentucky has more miles of navigable streams than any State in our entire country with the exception of one; and, as you know, Mr. Chairman, for many years, we have suffered damages from floods and loss of life. Only recently, sections of Kentucky have had to be declared disaster areas due to severe flooding.

In the Budget for Fiscal Year 1981, we have $31,620,000 to continue construction on the Taylorsville Lake Project which is located on Salt River about 60 miles upstream from its confluence with the Ohio River. This Project is located in Spencer County, Kentucky, in the Second Congressional District and is about three miles east of the town of Taylorsville, Kentucky and about 26 miles southeast of the City of Louisville, Kentucky. The Lake area lies in Spencer, Anderson and Nelson Counties and was authorized by the 1966 Flood Control Act. The benefit cost ratio is 2.1 to 1 and this Project is in the sixth year of construction.

Mr. Chairman, I respectfully request that the sum carried in the Budget for Fiscal Year 1981 of $31,620,000 to continue construction on this Project be approved.

In the Budget for Fiscal Year 1981, we have $300,000 for general investigation of the Campground Lake Project, Phase I. In the Fiscal Year 1979 Budget, $200,000 was approved for general investigation of this Project and prior to this time, the sum of $330,000 had been approved for the Project. Since the $200,000 was approved in the Fiscal Year 1979 Budget, the Corps of Engineers has worked with the Commonwealth of Kentucky and other State and local agencies in Kentucky to make the necessary studies for this project. The sum of $300,000, which is set forth in the Budget for Fiscal Year 1981, can now be used to continue general investigation on this Project.

Mr. Chairman, I respectfully request that the $300,000 carried in the Budget for Fiscal Year 1981 for the Campground Lake Project, Phase I be approved.

Mr. Chairman, I join with all of my colleagues from Kentucky in the House and in the Senate in their requests for our State and their Districts.

Mr. Chairman, again, I want you to know that I appreciate the opportunity to appear at this time on behalf of the Taylorsville Lake Project and the Campground Lake Project. I want to thank you and the Members of your Committee for your support and assistance all down through the years.

Mr. NATCHER. It is a distinct honor to present to you my friend and colleague, Tim Lee Carter of the Fifth District of Kentucy, one of the good members of the House, Mr. Chairman, and a man that we are going to miss when he retires.

Mr. BEVILL. We certainly are going to miss him, that is so true. He is one of the great ones. We are going to miss you so much, Congressman Carter. This is going to be your last appearance before this committee?

Mr. CARTER. I suppose so, Mr. Chairman.

I want to thank you and I want to thank the dean of our delegation.

Mr. MYERS. May I interrupt? I can think of several Carters I would rather see leave Washington before you, Tim.

Mr. CARTER. The feeling is mutual. I guess I shouldn't say that. He has been very nice to me, a very nice man as far as that is concerned.

STATEMENT OF CONGRESSMAN CARTER OF KENTUCKY

Mr. Chairman, I do appreciate the opportunity of being here today to speak in behalf of the civil works projects in the Fifth Congressional District, and also in behalf of the projects of my colleagues in the State of Kentucky.

Mr. Chairman, I would like to include the detailed presentation of all the projects for the record, if I may.

Mr. BEVILL. Permission is granted. It will be made a part of the record.

(The statement follows:)

STATEMENT OF

REPRESENTATIVE TIM LEE CARTER

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE

HOUSE COMMITTEE ON APPROPRIATIONS

MARCH 31, 1980

Mr. Chairman and distinguished Members of the Subcommittee, I appreciate the opportunity to be here today to speak in behalf of civil works projects in the Fifth Congressional District. I want to express my strong support for the requests of my colleagues from the State of Kentucky, and I would like to outline those projects that are of particular interest to the people of the Fifth Congressional District.

FLOOD CONTROL - UPPER CUMBERLAND RIVER BASIN STUDY

Each year the people living in the Upper Cumberland River Valley face the grim threat of flood with its attendant loss and heartbreak. April 1977 brought flooding of unprecedented destructiveness to these people, and that disastrous experience stands as a stark reminder to all of the need for far-reaching and unending flood control measures in that region.

The Corps of Engineers is conducting a continuing study of the areas affected by flooding. Close scrutiny must be particularly brought to bear on the area from the headwaters above Evarts down through Harlan. The Martins Fork project is now operating but the situations around Clover Fork and Poor Fork must be given very careful study. Sufficient floodwall protection must be provided

the towns below Harlan: Loyall, Wallins Creek, and Pineville. It is absolutely necessary, for example, that a higher floodwall be built at Pineville. It is also necessary that Barbourville, which had to be evacuated during the April 1977 flooding, be provided with a floodwall and any other resources needed to protect the homes and property of its people.

The Administration is requesting $200,000 to enable the Corps to continue the Upper Cumberland River Basin Study. I urge the Committee to approve that full amount.

WOLF CREEK DAM REHABILITATION

Completion of this extremely important project to rehabilitate Wolf Creek Dam is expected in late 1980. The Administration's request for the necessary construction is $3,000,000 and the Corps' capability is in that same amount. I recommend that the Committee approve the $3,000,000 requested.

WOLF CREEK DAM -- LAKE CUMBERLAND (OPERATION AND MAINTENANCE)

Since the beginning of operations in 1950 Wolf Creek Dam and Lake Cumberland have enhanced the economic vitality of this area of Kentucky. Although intended primarily for flood control and hydroelectric power generation, the project has made possible the development of extensive park and recreational facilities.

The Administration has requested $2,397,000 for operation and maintenance and the capability of the Corps of Engineers is $2,801,000. Of the latter amount $100,000 would be used to effect bank stabilization at the Kendall Recreation Area.

Tasks to be performed with the remaining $304,000 include the installation of sediment pumps at Cumberland Falls, repair of concrete cavities in draft tubes, upgrading the power plant control room, repair of trash racks, and modernization of recreational facilities. I strongly recommend that the full amount of the Corps' capability be approved by the Committee.

BIG SOUTH FORK NATIONAL RIVER AND RECREATIONAL AREA

The Big South Fork National River and Recreational Area was approved in 1974, and the project's development is now in the construction phase. I would like to take this opportunity to salute the Corps of Engineers for the extraordinarily high standards of professionalism that have characterized their work on this historic undertaking.

I recommend that the Administration's request for construction funds of $22,500,000 be approved.

LAUREL RIVER LAKE

The Administration's requests are $576,000 for operation and maintenance and $3,664,000 for construction. The Corps' capability for operation and maintenance is the same as the amount requested by the Administration. Their construction capability, however, is $5,000,000. The additional $1,336,000 would advance the project's completion date by six months, which is to say by or about September 1982 instead of March 1983. I recommend that the Committee approve $5,000,000 for construction and $576,000 for operation and maintenance.

BUCKHORN LAKE

Buckhorn Lake was authorized in 1938 and completed in 1960, and is operated as a unit of the general flood control plan for the Ohio River Basin. The lake extends into Leslie County and provides many benefits for this area of Kentucky.

I recommend that the Administration's request for operation and maintenance funds of $848,000 be approved.

GREEN RIVER LAKE

Completed in 1969, Green River Lake was designed and built to control flooding in the upper Green River Watershed. The project has also resulted in significant economic benefits to the area, and it is essential that we help to sustain the growth stimulated by the project.

I recommend approval of the Administration's request for operation and maintenance funds in the amount of $838,000.

MARTINS FORK LAKE

Construction of Martins Fork Lake began in 1973 and was completed in 1978. The Administration is requesting $407,000 for operation and maintenance and I recommend approval of that amount.

MIDDLESBORO LOCAL FLOOD PROTECTION

The Administration's budget request for operation and maintenance of the Middlesboro canal and levee system is $90,000. I recommend approval of the amount requested, in order to ensure the proper maintenance of this existing flood control system.

Mr. Chairman, I thank the Subcommittee for your consideration of these and other important water resources projects in Kentucky. I trust that you will take favorable action on the recommendations that my colleagues and I are making today.

Mr. CARTER. My full statement, as you said, will be included in the record. It will provide the details of the requests I am submitting with regard to the Upper Cumberland River Basin. Actually, Mr. Chairman, this area has been subjected to serious flooding for many years.

Mr. Chairman, so many times I have gone ther during periods of flooding, and mud would be deep on the streets, and in the houses and throughout the area. As I say, whole towns would be evacuated. I feel, Mr. Chairman, that floodwalls must be constructed in much of this area.

I strongly support this assistance in the Upper Cumberland area basin. It really goes from Kingdom Come almost to Fountain Run. Kingdom Come is in the eastern end of my district, and Fountain Run in the western end.

Mr. BEVILL. We have heard of Kingdom Come. That is where it is, in Kentucky?

Mr. CARTER. Yes, sir, that is right.

Mr. Chairman, southeastern Kentucky has this long and painful history of human suffering. Recently there was a bill before the House authorizing some of these projects. Some of them were called pork barrel. I regret this very much, and really I resent it, because my effort was to help people, poor people who were driven from their homes, and I had attempted to help the people of Pennsylvania when they had difficulties such as this. A good deal of corrective action in my area has been taken and is being taken, and the need remains for more flood control projects as well as continuous and proper maintenance of existing installations. I feel that all requests enumerated in my detailed statement deserve the committee's consideration. I hope the necessary funds will be provided, and I want to tell you it is a pleasure to appear before you, Mr. Chairman.

Mr. BEVILL. Thank you, Congressman Carter, for an excellent statement.

Mr. CARTER. It is also a pleasure to appear before the other members of your committee, and with the dean of our delegation. I will now turn this over to the distinguished gentleman.

Mr. BEVILL. We also appreciate your outstanding contribution on the medical legislation before this Congress. I recall your leadership on the black lung legislation. I remember it so well. You played such a leading role in that landmark legislation. We appreciate it so much.

FLOOD CONTROL

You mentioned these floods. For every dollar the government puts into flood control, we get back over $7 in benefits, and this is historically true. This is nationally, but it runs even higher in your area. When you speak about all that mud damage to homes, I suspect that many of these people don't have insurance, do they?

Mr. CARTER. That is correct, Mr. Chairman. Many of these are poor people.

Mr. MYERS. Tim, if you would just stick around, you have got the prospects of making the Dirty Dozen. I have made it. If you stick around a little longer, you can make it too.

Mr. CARTER. As long as I help people, I am not worried.

Thank you, Mr. Chairman.

Mr. MYERS. I am not either.

Mr. BEVILL. Thank you, Dr. Carter.

Mr. NATCHER. Mr. Chairman, at this time it is my privilege to present to you and our other friends, Mr. Mazzoli, the Representative of the Third District.

Mr. BEVILL. We are pleased to have our good friend and colleague, Congressman Mazzoli.

STATEMENT OF CONGRESSMAN MAZZOLI OF KENTUCKY

Mr. MAZZOLI. Thank you very much, Mr. Chairman and distinguished members of your committee. It is a pleasure to join you, and just momentarily let me join with my chairman, the dean of our panel, in expressing our dismay that Congressman Carter has elected to leave Congress at this point. His counsel on black lung matters and on health legislation generally will be very sorely missed, but I believe our panel will agree, his fellowship and decency as a human being is perhaps going to be the most severe loss to the Congress.

We are hoping, and maybe if you panelists will help us, we can work on Tim to come back and spend a few days every quarter or so, to join us and to help us. I think it would be quite a good thing for the entire Congress.

Mr. CARTER. I want to thank you and the dean of our delegation so much. You have been very kind, very helpful, and we usually vote as a group regardless of politics.

Mr. MAZZOLI. Thank you, Mr. Chairman. Without further ado, I would like to speak for a few seconds in behalf of a program which is in Jefferson County and which Congressman Snyder, who is not here today, has supported with me in the past—the Southwest Jefferson County Flood Protection Project. The President has requested $5.1 million that would enable this project to be completed by its target date in December of 1983. I am sure many of the programs that will come before you are worthy, and with suitable recognition of bias here, I would have to say this program that Gene and I have worked with and for would be characterized as a worthy project.

Over the last century, Mr. Chairman, residents of southwest Jefferson County have been the victims of floods of the Ohio River 75 times. Nearly 25 percent of the funds for this project have been raised locally and by people who are working hard for the completion of this project and for the protection it will render the people and the economic enterprises in Jefferson County. This floodwall, when completed, will protect the lives and property of some 60,000 residents in southwest Jefferson County from these nearly annual disasters. The project enjoys the unanimous support of the delegation and of local officials in Jefferson County, Kentucky.

In short, Mr. Chairman, I would respectfully request that this committee approve the full funding, and I would ask unanimous consent to include my short statement in the record at this point.

Mr. BEVILL. Without objection, it is so ordered.

[The statement follows:]

STATEMENT OF CONGRESSMAN ROMANO L. MAZZOLI

Thank you, Mr. Chairman and Members of the Committee for the opportunity to appear and testify today. I am happy to testify for the "Southwest Jefferson County Flood Protection Project". The full $5.1 million recommended by the President is necessary for the completion of the Project by the target date of December, 1983.

Of the many Public Works projects that you will consider in the weeks ahead, few are as worthwhile as the Southwest Jefferson County Flood Protection Project.

Mr. Chairman, over the last century, residents of Southwest Jefferson County have been the victims of floods of the Ohio River 75 times. Nearly 25% of the funds for this Project have been raised by local concerns who are working hard for the completion of the Project and the protection it will afford these residents. This flood wall, when completed, will protect the lives and property of some 60,000 residents in this area from nearly annual disasters.

This Project enjoys the support of the Kentucky delegation and local officials. In short, Mr. Chairman, I respectfully request that the Committee approve the full $5.1 million for the completion of this worthy Project of great benefit to citizens of Southwest Jefferson County.

Mr. NATCHER. Mr. Chairman, at this time I would like to present to you and the members of your committee a colleague from the Sixth District, Mr. Larry Hopkins.

Mr. BEVILL. We are pleased to have you with us.

STATEMENT OF CONGRESSMAN HOPKINS OF KENTUCKY

Mr. HOPKINS. Thank you very much, Mr. Chairman. Let me thank my colleagues in the delegation from Kentucky for the splendid cooperation that I have been able to enjoy with them, my colleagues and members of this committee. I apologize for my tardiness in not being able to hear the earlier testimony.

I do not have prepared remarks. I don't think I need them to say what I want to say. First, let me thank this committee for your assistance last year when I appeared before this committee, asking for what had been asked of me. That was from our city fathers in Frankfort, Kentucky for $150,000 to be approved for a study due to the flooding that had taken place in central Kentucky, especially in Frankfort, Kentucky.

This committee was very cordial, very cooperative and granted that $150,000, which I appreciated, and certainly so did the officials of Frankfort, Kentucky.

Now it is my understanding that the Corps of Engineers is requesting an additional $300,000 to complete the study. I am not in a position, very frankly, to ask this committee to make that type of expenditure. I will not ask for that until the Corps of Engineers can do better than they have done, because if this is what the people get, and this is what was sent to me, for $150,000, then in my opinion the study ought to go toward the Corps of Engineers and not projects like this.

I asked them for their recommendations. They told me very frankly they had none. They were not in a position to give any. I asked for cost figures, and on the very last page, and if I may inject this into the record, it states, Appendix 1: "Study cost estimates and schedules: Appendix 1 contains budgetary data not releasable outside the De-

partment of the Army, and therefore is not included in all copies of the work plan."

I am not privy, I suppose, to the inside information that the Corps of Engineers has. I think that the people of Frankfort deserve better, Mr. Chairman, and I cannot in good conscience come before this committee and ask for an additional $300,000 when this is all that we have been provided for $150,000.

I thank you very much, and until the Corps can do better, it in my opinion is not in the best interests of the people. Thank you very much.

Mr. BEVILL. Congressman Hopkins, this is difficult to understand. That report represents $100,000?

Mr. HOPKINS. $150,000.

Mr. BEVILL. $150,000?

Mr. HOPKINS. Yes, sir.

Mr. BEVILL. With your permission, we will go into this matter and find out a little more about it, because we don't want money spent that way.

Mr. HOPKINS. Yes, sir.

Mr. BEVILL. And we will get you a better report than that.

Mr. HOPKINS. I really would appreciate that, Mr. Chairman, and I invite you to examine it. It just seems to me that the people deserve more for $150,000, particularly when they are now asking for an additional $300,000, and all they have provided me is this right here for $150,000, with no recommendations whatsoever.

Mr. BEVILL. Would you mind leaving that with the committee? We won't put it in the record, but leave it with the committee so that we can take this up with the Corps of Engineers and see what has happened here.

Mr. HOPKINS. I sure will.

Mr. BEVILL. I think your point is well taken.

Mr. HOPKINS. I would appreciate that.

Mr. MYERS. What was the date of that letter, Larry?

Mr. HOPKINS. I wrote to them on March 19 asking them to give me their recommendations. Their letter, I believe, is dated March 27, and they say very frankly they don't have any recommendations, and that they are not able to release things as far as costs and so forth, and I might say so far the city fathers of Frankfort have not asked for an additional $300,000. They did not ask me to come here and testify on their behalf to receive an additional $300,000. I think the people deserve more.

Mr. BURGENER. Would the chairman yield?

Mr. BEVILL. Yes, Mr. Burgener.

Mr. BURGENER. I appreciate hearing this, Larry, because I represent a town called Lake Elsinore which is currently under water in California. There are 700 families evacuated from the town. The Corps has suggested $150,000 for the first year's study. I would hope and pray that we wouldn't get something like that at the end of a year, because they promised some viable options. They said that the $150,000 would give us some answers, cost-benefit ratios, and some alternative solutions. This is a very serious problem so I appreciate the word of warning.

Mr. MYERS. Get an environmental group to write them. They will tell them.

Mr. HOPKINS. The people of my district, I am sure, are the same as your district, Clair. Many of them lost their homes and lost things that you can't replace, and I hope the committee appreciates what I am saying. I genuinely appreciate the cooperative attitude that I have received from this committee last year granting the $150,000, but I just think the people of Kentucky deserve a whole lot more than that. It is not in their best interests that we do this.

Mr. MYERS. The engineer in the district office of Louisville used to meet with the environmental groups. They could get anything out of them.

Mr. HOPKINS. We are getting into spring rains again, and they are asking for an additional 3 or 4 years to study it further. That is very little satisfaction to the people of Frankfort and up and down the river, in my opinion. They want to continue the study at an additional cost when they haven't provided anything for the $150,000 that this committee so graciously gave them last year.

Mr. BEVILL. I might point out we have gotten a little advanced information on the budget reductions that the administration is recommending. Of course, it is for the whole country but it includes projects in Kentucky. We will get the official notification this afternoon. Certainly this committee, as you know, has always worked closely with the Kentucky delegation, and we will continue to do so. We will work with each of you and also where problems arise, we will discuss it with you.

Mr. HOPKINS. Thank you very much, Mr. Chairman.

Mr. BEVILL. The Corps is going to be in here on April 17th, Larry, and we are going to go into that, because I share your feelings about it. We will find out what the story is on this.

Mr. HOPKINS. Let me say I hope that my testimony does not reflect in any way upon the testimony of my colleagues who probably desperately need additional help.

Mr. BEVILL. Oh, it won't.

Mr. HOPKINS. I don't want it to reflect on them at all.

Mr. BEVILL. We appreciate your calling this to our attention. There is no committee in the Congress that is more sensitive about waste than this committee. Actually, you know we are the only ones that really insist that the benefits exceed the cost before we appropriate a dollar.

Mr. HOPKINS. Yes, sir.

Mr. BEVILL. Regardless of the authorization. We don't appropriate a dollar unless the benefits are going to exceed the costs, and so we are very sensitive about waste. We appreciate your calling this to our attention. We will get that cleared up.

Mr. HOPKINS. I appreciate that.

Mr. CARTER. Mr. Chairman, I would just like to say on behalf of the distinguished gentleman from the Sixth District that he is courageous in what he has said. And not only that, he has shown good judgment, and I admire him for it.

Mr. NATCHER. Mr. Chairman, with your permission at this time I would like to present our friend and colleague from the First District, Mr. Hubbard.

STATEMENT OF CONGRESSMAN HUBBARD OF KENTUCKY

Mr. HUBBARD. Thank you.

Mr. BEVILL. We are pleased to have you with us again this morning.

Mr. HUBBARD. Thank you very much, Mr. Chairman.

Members of the subcommittee, I appreciate your kindness and hospitality. I would like to commend my colleagues from Kentucky who preceded me here in their testimony. It is true that the Kentucky delegation works closely together. We are friends.

I am very happy to follow my colleague and long-time friend Larry Hopkins of the Sixth District. You see, Larry's wife and Larry grew up in my district in the area where these projects I am pleading for are so badly needed. Larry's father, my friend Glen Hopkins, is one of my favorite constituents in Clinton, Kentucky, and if he were here, I know he would say that in the $300,000 that is now available, please use some of that $300,000 down here in western Kentucky on these projects that Larry's father would be familiar with, and that I promote here briefly in this statement, but I did speak accurately. Larry and I are from the same county, even though he now lives in central Kentucky and in a distinguished way represents central Kentucky.

The two projects I promote—and I would ask that my full prepared remarks be accepted by the subcommittee and received for the record in full—are the Obion Creek Watershed Project and Mayfield Creek and tributaries in far western Kentucky. The first one is a request of this distinguished panel in support of the inclusion of $2.2 million in the fiscal year 1981 budget for construction of the Obion Creek Watershed Project.

These construction funds are urgently needed for flood control assistance to a 206,108-acre area, within 4 counties in my district in western Kentucky. Residents in this area have been waiting 28 years now for flood relief.

Mr. Chairman, I have had the privilege of being in the state senate with Ron Mazzoli and Larry Hopkins, and even in those days way back there I was pleading for flood relief for far western Kentucky regarding Obion Creek Watershed Project and Mayfield Creek and tributaries. Fortunately now, having the chance to serve in Congress, I am asking your subcommittee for serious consideration of these two projects, which are long overdue, and it is not Congress' fault that they have been held up. Again, it is the bureaucracy, and the concerns of the Environmental Protection Agency and the U.S. Fish and Wildlife Service. Many people in my district share these concerns, and yet are for progress in our area, and are for flood relief for the people.

The experts of EPA and the Fish and Wildlife Service who come down from Washington and look at this one day out of every two years talk about their environmental concerns, and they go back to Washington, and meanwhile 365 days a year these people have to live in that area, and many of the days each year they are flooded.

The drainage and flooding problems have turned areas of once fertile cropland and hardwood timber into a stagnant mosquito-breeding swampland unrecognizable to residents of 28 years ago. This area, incidentally, is near the Mississippi River, of course in Kentcky, but very, very subject to flooding.

Lastly, about the Mayfield Creek, we ask for $200,000 in fiscal year 1981 budget for the revision of the Mayfield Creek and tributaries flood control study. I speak today in support of the funding for this restudy of Mayfield Creek report. It is unfortunate the Mayfield Creek report is one of the examples of the costs we pay during periods of rapid change, and imposition of new requirements in the planning process. However, Mr. Chairman, the report was completed by the Memphis District Corps of Engineers in 1972 and data in it was compiled before that. Supplements were added to the report in an attempt to comply with later policy. These supplements, and prospective further new data inputs to meet recent changes in criteria for wetland and flood evaluations, precluded a sufficiently coherent report for submission to higher review authority and to Congress.

The Mayfield Creek report is no longer a concise document reflecting current planning and reporting standards. It cannot be expected to pass the successive reviews of the Secretary of the Army, Water Resources Council and the Office of Management and Budget in its present form without critical comment further delay and possible rejection.

The restudy unfortunately is necessary, because of changes. Therefore, in conclusion, Mr. Chairman, let me repeat my support for the acceptance of the $200,000 request for the Mayfield Creek restudy, and as I did the other day appearing before you on the very important federal project of Land Between the Lakes, which is in western Tennessee and western Kentucky, and is a TVA project, I would say to you that realizing the needs to cut back wherever possible, that if some of the funds requested for these two projects can be slashed and the job still done, then naturally I understand, as Congress is faced with a $15 billion or $16 billion budget cut. But if possible, Mr. Chairman and members of the committee, these two projects are badly needed, and unfortunately long overdue, and yet undone.

Thank you.

Mr. BEVILL. Very good.

[The statement follows:]

60-588 O - 80 - 60 (pt. 10)

STATEMENT OF THE HON. CARROLL HUBBARD

U.S. REPRESENTATIVE, FIRST DISTRICT, KENTUCKY

ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE

HOUSE COMMITTEE ON APPROPRIATIONS

OBION CREEK WATERSHED PROJECT

MARCH 31, 1980

Mr. Chairman, I appreciate the opportunity to appear today before this distinguished panel in support of the inclusion of $2.2 million in the Fiscal Year 1981 budget for construction of the Obion Creek Watershed Project.

These construction funds are urgently needed for flood control assistance to a 206,108 acre area, within four counties in my district in western Kentucky. Residents in my district have been waiting 28 years now for flood relief, from the time Obion Creek first began to back up. The drainage and flooding problems have turned areas of once-fertile cropland and hardwood timber into a stagnant, mosquito-breeding swampland--unrecognizable to area residents of 28 years ago.

The Obion Creek Project, or West Kentucky Tributaries, was first authorized by Congress in 1965, but actual construction has been delayed for years because of the concerns of the Environmental Protection Agency and the U.S. Fish and Wildlife Service regarding the protection of certain natural wetlands in the area. This issue was resolved in an agreement between these agencies and the U.S. Army Corps of Engineers. That agreement

called for the purchase of 6,000 acres of woodlands to preserve the wetland habitat. Language authorizing the purchase of this 6,000 acres of so-called mitigation lands has been included in H.R. 4788, the Water Resources Development Act of 1979. This agreement was not reached without controversy, and controversy remains today. But because it is the law of the land that such natural wetlands are to be preserved, this agreement was the best that could be reached in order to ensure the progress of the clearing project. To repeat, a project that was first authorized by Congress in 1965.

The need for the improvement of the drainage in the Obion Creek Basin is clear. Area farmers are abandoning their lands in the creek bottoms as the worsening drainage capabilities of Obion Creek cause thousands of acres of croplands to be lost. Additionally, hundreds of acres of hardwood timber are being lost because of their continued submersion.

Another serious effect of the flooded bottomlands is the large incidence of animal diseases and mosquito breeding. The Kentucky Department of Agriculture has stated that the area surrounding Obion Creek has by far the worst mosquito problem in the state and requires nearly three times the normal amount of spraying to combat the problem. Animal diseases such as anaplasmosis, brucellosis, and equine infectious anemia are present at much higher than average incidences in the four Obion Creek Watershed counties of Ballard, Carlisle, Hickman and Graves.

Congress has in the past committed itself to these improvements in the drainage of the Obion Creek Basin, and I respectfully urge the inclusion of the full $2.2 million requested by the Administration so that the Army Corps of Engineers can proceed at optimum speed on this long-awaited project.

Thank you, Mr. Chairman.

STATEMENT OF THE HON. CARROLL HUBBARD

U.S. REPRESENTATIVE, FIRST DISTRICT, KENTUCKY

ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE

HOUSE COMMITTEE ON APPROPRIATIONS

MAYFIELD CREEK AND TRIBUTARIES, KENTUCKY

MARCH 31, 1980

Mr. Chairman, it is my understanding there is a provision of $200,000 in the Fiscal Year 1981 budget for the revision of the Mayfield Creek and Tributaries, Kentucky flood control study. I speak today in full support of this funding for the restudy of the Mayfield Creek report.

It is unfortunate the Mayfield Creek report is one of the examples of the costs we pay during periods of rapid change, and imposition of new requirements in the planning process. However, the report was completed by the Memphis District Corps of Engineers in 1972 and data in it was compiled before that. Supplements were added to the report in an attempt to comply with later policy. These supplements, and prospective further new data inputs to meet recent changes in criteria for wetland and flood evaluations, preclude a sufficiently coherent report for submission to higher review authority and to Congress.

The Mayfield Creek report is no longer a concise document reflecting current planning and reporting standards. It cannot be expected to pass the successive reviews of the Secretary of the Army, Water Resources Council and the Office of Management and Budget in its present form without critical comment, further delay

and possible rejection. It has been decided, therefore, that the appropriate course of action is to return the report for complete revision using current guidance.

I am informed that the Mississippi River Commission initiated the restudy in Fiscal Year 1980 with a transfer of funds from other studies. Funds to continue the study in Fiscal Year 1981 are vital if the project is to be implemented by 1985 at the earliest.

It is fully recognized that there are damages from flooding in the Mayfield Creek area. The Mayfield Creek proposal has been the subject of considerable deliberation since received in the Office of the Chief of Engineers and the existing report would not be a convincing document for higher review authority to approve. The Assistant Secretary of the Army (Civil Works) pointed out in his letter returning the report "that stream channelization is one of the most environmentally sensitive elements in water resources planning and should only be recommended when clearly in the national interest to do so. When there are adverse environmental impacts which cannot be mitigated a substantial margin of benefits over the costs should be obtainable if channelization is recommended."

Local interests desire as much channel improvement as possible for flood control all the way to the Mississippi River. I am certain that the revised report will better reflect the local and national water resource needs.

In conclusion Mr. Chairman, let me repeat my support for the acceptance of the full $200,000 requested for funding of the Mayfield Creek restudy.

Thank you, Mr. Chairman

STATEMENT OF CONGRESSMAN SNYDER OF KENTUCKY

Mr. NATCHER. Mr. Chairman, our friend and colleague of the Fourth Congressional District, Mr. Gene Snyder, was unavoidably detained. It was impossible for him to be here. With your permission, I would like to submit his statement for inclusion in the record at this point.

Mr. BEVILL. Permission is granted.

[The statement follows:]

STATEMENT OF GENE SNYDER
MEMBER OF CONGRESS
FOURTH DISTRICT, KENTUCKY
APPROPRIATIONS -- SUBCOMMITTEE
ON PUBLIC WORKS

March 31, 1980

Mr. Chairman; Distinguished Members of the Subcommittee; I am pleased to once again join my Colleagues from Kentucky in front of you to direct your attention to the projects which mean so much to the citizens we represent.

I do appreciate your making this time available. I know you have a busy schedule this time of year, and since you are already familiar with the two projects in the Fourth District of Kentucky, I won't take much of your time.

SOUTHWESTERN JEFFERSON COUNTY FLOODWALL

The Southwest Jefferson County Floodwall project is a system of earth levees, concrete floodwalls, pumping plants and related items designed to protect 32 square miles of flood plain -- some 24,100 acres in Jefferson County Kentucky. This property is currently valued at over a billion dollars ($1.1 billion at 1979 prices).

The total estimated cost of the project is $64,920,000 with the Federal share being $55.5 million. The remaining benefit/remaining cost ratio is 4.0 to 1.

To date, over $21 million has been allocated. 5.5 million dollars is being requested for continuation of the construction in fiscal 1979.

It is a valuable project -- the annual benefits are estimated to be in the neighborhood of $6.5 million.

DAYTON FLOODWALL

The Dayton Floodwall Project is located in Campbell County, Kentucky and will consist of 1.6 miles of earthen levees, two pumping plants and related items designed to protect the 140 acres of flood plain which make up nearly one fifth of the city of Dayton.

This project was first authorized by Congress in 1938 and it has seen more than its share of delays, problems and hit lists, but we broke the ground for actual construction in 1978 and it is now progressing nicely and is expected to be completed this year. When it is, it will serve as a testimonial to what can be accomplished through the perseverance of local citizens, officials and Federal cooperation. The citizens of Dayton have worked and waited a long time for this one. We owe it to them.

The project has an estimated completion date of September 1981 at an estimated total cost of $16,436,000 of which the Federal share will be $14,412,000 -- 9.2 million of which has already been allocated and the 5.2 million included in the 1981 Budget request will see this project through to completion.

It is a valuable project; a necessary project for the people of Dayton -- one they have waited 42 years to materialize -- and I urge your support for its successful completion.

Neither of these projects endangers any endangered species and both will provide a welcome reprieve from the periodic whims of the Ohio River which in the past have made life so interesting -- but mighty soggy --in the two communities.

You have seen fit to approve both projects in the past and my constituents and I appreciate it, and we urge you to do the same again for fiscal '81.

Again, I thank you for the time you have given me and the consideration you have given, and will give, to the needs of the citizens I have the honor of representing.

Thank you.

STATEMENT OF SENATOR FORD OF KENTUCKY

Mr. NATCHER. Mr. Chairman, I have a statement from Senator Wendell Ford, and I ask unanimous consent that his statement be presented at this time and included in the record in its entirety.

Mr. BEVILL. Without objection.

[The statement follows:]

WENDELL H. FORD
KENTUCKY

COMMITTEES:
COMMERCE, SCIENCE AND TRANSPORTATION
ENERGY AND NATURAL RESOURCES
RULES AND ADMINISTRATION

United States Senate
WASHINGTON, D.C. 20510

March 28, 1980

Dear Mr. Chairman:

I am writing in support of Kentucky's civil works projects for Fiscal Year 1981 and ask that my statement be included in the hearing record. I would like to express my appreciation to the Subcommittee on Public Works for its continued interest in flood control and water resource development in my State, and particularly wish to thank Congressman Natcher for his role in promoting awareness of Kentucky's needs among his colleagues.

While I offer my support for all requested appropriations for Kentucky projects, I would like to single out several of them for comment.

Yatesville Lake

Once again this project, located in the Seventh Congressional District, is not included in the annual budget request even though $11.5 million have already been spent for study and land acquisition. Two years ago the Congress appropriated $4 million for construction in a bill that was subsequently vetoed by the President; I urge that the same figure be earmarked for Yatesville Lake this time around.

Kentucky River and Tributaries

Two years ago the City of Frankfort experienced the worst inundation in its history during a flood that affected 27 counties. $300,000 is being requested for FY 81 to initiate Stage 2 flood damage abatement plans for Frankfort and Stage 1 and 2 studies of water supply, recreation, hydropower, navigation, and other related concerns of the Kentucky River and its tributaries.

This is an extremely important study in that it would lead the way toward providing flood protection for parts of Frankfort that are without protection work and toward benefitting a large

DISTRICT OFFICES:
343 WALLER AVENUE
LEXINGTON, KENTUCKY 40504
(606) 233-2486

171-C NEW FEDERAL BUILDING
LOUISVILLE, KENTUCKY 40202
(502) 582-6251

19 U.S. POST OFFICE AND COURTHOUSE
COVINGTON, KENTUCKY 41011
(606) 491-7629

305 FEDERAL BUILDING
OWENSBORO, KENTUCKY 42301
(502) 685-5158

portion of Central and Eastern Kentucky as well.

Campground Lake

The Corps of Engineers is asking $300,000 to continue Phase I studies of the Campground Lake project. As authorized for study, the dam would serve the purposes of flood control, water supply, general recreation and preservation and enhancement of fish and wildlife resources for Washington and Nelson counties in central Kentucky. The possibility of hydropower is also being explored, and I hope that the study will be allowed to continue so that a determination can be made by Congress as to whether or not to authorize construction funds.

Big Sandy River and Upper Cumberland River

For three years the Kentucky and West Virginia delegations have been trying to secure funding for a flood control project on the Levisa and Tug Forks of the Big Sandy River and on the Upper Cumberland River. Three time during the 95th Congress legislation was passed to authorize flood protection for the residents of these basins, only to fail to be enacted into law. Now in the second session of the 96th, the House has passed $100 million and the Senate, $200 million for the project.

The area in question is one of the ten most flood-prone in the United States; it also carries the burden of providing energy for the nation from its extensive deposits of coal. Several times during the past decade this region experienced major flooding, the last being in 1977. The urgency of funding cannot be overstated. It is imperative that appropriations for the Levisa and Tug Forks and for the Upper Cumberland River be granted this year, not only to avoid human suffering and heartbreak, but also to protect the valuable natural resources on which this country is coming to depend.

I would like to point out that to solve the problem the Corps has proposed a novel plan which would combine structural flood protection works, principally levees and floodwalls, with an interagency, intergovernmental program to provide significant areas of developable, flood-safe land and to induce and facilitate housing and community development on these lands.

The Corps is to be congratulated on the joining of innovation with common sense, and I sincerely hope that we will soon be able to see this unique idea put into effect.

West Kentucky Tributaries

The Obion Creek Watershed, a 206,000 acre area within four counties of western Kentucky, has waited 27 years for flood relief. Flooding has caused a loss of productive land, eroded the tax base and created stagnant water which has become a breeding ground for insects that have severely injured the farm animal population. Dredging, clearing and channelization of the streams will relieve health problems and rejuvenate the economy as well as alleviate troublesome flooding. This year the Corps is requesting $2.2 million for construction work.

Until recently progress on Obion Creek had been stalled because of an intergovernmental dispute over protection of wetlands. Although resolution of the problem has been reached by an agreement to purchase 6,000 acres for wildlife mitigation, the choice of which local lands will be purchased has raised a storm of controversy.

$2.3 million is being requested for the land offset; its appropriation is, of course, contingent upon the passage of the Water Resources Development Act of 1979. I would say to you, however, that no funds should be appropriated until an amiable and equitable solution to this new development has been found.

Sincerely,

Gerald Ford

The Honorable Tom Bevill
Chairman, Subcommittee on Public Works
House Committee on Appropriations
Washington, D. C. 20515

Mr. NATCHER. Mr. Chairman, again I want to join with all of my colleagues in the House and the Senate on their projects, and again to thank you and the members of your committee for being so good to us all down through the years. We appreciate it, Mr. Chairman.

Mr. BEVILL. We appreciate the Kentucky delegation. You are a great delegation, and we are always impressed with each of you and your presentations. I think we all realize that we are going to have cuts, and certainly we are willing to take our share of them. Each member of the Kentucky delegation is anxious to see the budget balanced, and we in the Congress are going to balance the budget, as you know. We just don't want to overdo it. I am sure that is the feeling that each of you have. We appreciate your testimony very much.

Mr. MYERS. Mr. Chairman, I join the chairman in congratulating the Kentucky delegation and their spirit of cooperation. You have always come here united. You have benefited and the State of Kentucky has certainly benefited from the fact that you haven't had these splits. You have gotten behind what is best for Kentucky. I wish Indiana would learn something from you. We taught you basketball but I wish you would teach us cooperation.

Mr. MAZZOLI. Mr. Chairman, as the representative whose honor it is to represent the city of Louisville, which of course is the home base of the high-flying Louisville Cardinals, I would have to genuinely and with great respect to my distinguished gentleman from Terre Haute, would have to suggest to him that Kentucky has a great deal going for it. Louisville now has a great deal going for it, and I would have to say with fullest respect that I doubt really that Indiana taught Kentucky basketball, at least this year. Maybe in times past but not this year.

Mr. MYERS. You have been good learners, I will tell you that. You have been too good learners.

Tim, we do wish you well in the future. We are sorry to lose you. Speaking selfishly, we in the Congress hate to lose good members like you. Dr. Carter is one of the people that many of us go to for advice from time to time. We are losing many of the old heads. I say "old head" respectfully. We will miss you very much, and we hope that you will come back with a different hat, in an advisory role. It is very necessary that we retain the experience that we have gained over the years. We wish you well, and many years of whatever you choose to do, the practice of medicine, or politics, or just rock in a rocking chair. We wish you much success and many years of happiness. We appreciate the help that you have given each of us as individuals and as a committee.

Mr. CARTER. Mr. Chairman, I want to thank the distinguished gentleman. I want to thank the chairman and members of this subcommittee who have been wonderful to me. I feel very humble after hearing your kind remarks. You have been great.

Mr. BEVILL. We congratulate you on a great job well done and on your well deserved retirement. We are going to miss you, but we do hope you will be coming back on behalf of these projects.

Mr. CARTER. Thank you, sir.

Mr. BEVILL. Come back in some capacity so that we can get your advice, as we have done over the years.

Mr. CARTER. Thank you.

Mr. NATCHER. Thank you, Mr. Chairman.

GARRISON DIVERSION PROJECT, N. DAK.

WITNESSES

HON. MARK ANDREWS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH DAKOTA
HON. ARTHUR LINK, GOVERNOR OF NORTH DAKOTA
ALLEN OLSON, ATTORNEY GENERAL OF NORTH DAKOTA
BILL BOSSE, CHAIRMAN OF THE BOARD, GARRISON DIVERSION CONSERVANCY DISTRICT
MURRAY G. SAGSVEEN, SPECIAL ASSISTANT ATTORNEY GENERAL, NORTH DAKOTA

Mr. BEVILL. We are pleased to have our good friend and colleague, Congressman Mark Andrews, with us and also to note that he has with him Governor Link of North Dakota, who is also a former colleague of ours. He went on to better things. He is one of our most successful colleagues. Governor Link, we are pleased to have you with us.

The Chair will recognize Congressman Andrews.

STATEMENT OF CONGRESSMAN ANDREWS OF NORTH DAKOTA

Mr. ANDREWS. Thank you, Mr. Chairman. It is good to be with you. We have an example of what those of you on the committee were suggesting to Tim Carter that he do. We have one of our old colleagues who is coming back to give good advice to this subcommittee. He is coming back in an elective position. He is Governor of the State of North Dakota. He is testifying of course on our project, the Garrison Diversion Project, with the attorney general of our State, the chairman of our conservancy district, Bill Bosse, and Murray Sagsveen of the attorney general's office.

Mr. Chairman, we appreciate the help you have been giving over the years on this project. We are at a critical point in it in that the funds that have been appropriated have been now essentially spent. The Secretary of the Interior, Mr. Andrus, has said that some $12 million could be wisely spent on continuing the project in those areas that do not affect Canada. We have not resolved the questions the Canadians have raised about it on a field scale. We feel that we can resolve those questions on the quality of return flows as soon as we get actual land under irrigation. So the $12 million that Mr. Andrus tells us is in the capability would allow us to move forward on those parts of the project that drain back into the James River basin, and we feel then we could have a specific example of the quality of return flows that would answer once and for all the Canadian question.

ENVIRONMENTAL BENEFITS

We also feel that Garrison is important for a couple of reasons having nothing to do with irrigation. First and foremost is the severe environmental impact from the low stream flows that we continually have in North Dakota, stream flows that get down to virtually zero often in the late summer and in the fall. They are environmental dis-

asters. They preclude our cities from having an adequate supply of water. They say the fish you catch in the river are unsafe to eat. The only way that we can preclude this environmental problem is through the diversion of the Missouri River water east to provide an adequate and sustained stream flow.

The second reason often overlooked in Garrison is the fact it is the only way we have of retaining the breeding population of ducks and geese in the Central Flyway. In the '30s when we had an area-wide drought you could not find a duck or a goose for a decade or decade and a half. This could happen again. Naturalists and the environmentalists say that natural habitat is far better than artificial habitat. They are right when it rains 20 inches. Unfortunately, in North Dakota sometimes it does not rain 20 inches and you have no habitat at all, so really from two very important environmental reasons, maintenance of an adequate stream flow and the provision for adequate nesting grounds in times of extended drought, Garrison is extremely important.

It is also important of course as a reclamation project for the irrigation that it can provide, but North Dakota stands united, at least the elected officials stand united behind the project. We have had ad hoc committees that are less than enthusiastic about it. I would like to file with the committee again an example of the resolutions from community groups, elected co-ops and the rest for the project. I would like to point out that North Dakota's congressional delegation is 100 percent behind the project. The Governor of our State, Art Link, is 100 percent behind the project. One of the challengers to the Governor in the next election, our Attorney General, Allen Olson, is 100 percent behind the project. Bill Bosse, who is head of the elected conservancy district, is totally behind the project and he has to stand for election in the area that will be irrigated as do his colleagues on the conservancy district board. So North Dakota certainly has shown that those people elected to speak for the people out there are solidly behind it.

We appreciate your support, and we hope that we can get the $12 million, and if we get caught up in a budget resolution that precludes the dollar figure we hope we can get some strong language so we can hold the team together out there, and maintain the ongoing projects; so we do not lose the $100 million that has already been invested in it and so we do not backtrack too far away from this adequate supply of water so necessary for a whole host of reasons in the Upper Midwest.

Mr. Chairman, I have talked probably too long, but I wanted to get those points in. I am extremely proud and privileged to introduce our former colleague, Governor Art Link.

Mr. BEVILL. Yes, those statements you mentioned will be made a part of the record.

Mr. ANDREWS. I appreciate that, Mr. Chairman.

[The information follows:]

Sheyenne Valley Electric Cooperative, Inc.
Finley, N.D.

1979 RESOLUTIONS
ANNUAL MEETING JUNE 29, 1979

RESOLUTION NO. 1
Financing

We believe the rural electric program to be the single most important rural program enacted by Congress. We hold that the need to continue the special 2% interest rate for those systems, which have an average member density of two or less members per mile of line, is an absolute necessity.

We strongly support the continuation of the 5% insured loan program, and the guaranteed loan program, as prescribed in public law 93-32. We urge Congress and the administration to continue to fulfill their agreement with rural America, of insuring adequate capital at the lowest possible cost, to consumer-owned rural electric generation and transmission systems.

RESOLUTION NO. 2
Farm Policy

We support this nation's family-owned and operated system of agriculture, and oppose corporate farming. We believe in the right of the American farmer to meet the demands of the world market, without unwarranted interference from any non-farm sector, operating within the narrow confines of economic provincialism. We maintain that certain minimum programs are necessary for rebuilding rural America, and we believe the following require immediate attention:

1. Fair profit margins based on the cost of production for farmers and ranchers, in keeping with the general concept of full parity of income, along with continuation of the enacted $20,000 maximum on government payments.

2. Establishment of realistic loan levels at cost of production, and maintain a cost price escalator within the "target price" concept, to give independent family size agricultural producers the economic stability they need to stay in business.

3. Continue legislative protection within state and federal government to plug tax loopholes for non-farm investors in agricultural production.

4. Enactment of legislation to give farmers more bargaining power and less interference from the non-farm sector in the world market place.

5. We support the concept of the International Grains Agreement and encourage the implementation of an adequate floor price on exported grains, which should meet the cost of production.

6. We urge the state and federal government to do whatever may be constitutionally possible to protect the American farmer from the erosive effects of foreign investment in American agriculture.

RESOLUTION NO. 3
Estate Tax Exemption

We believe that the estate laws should be structured to embody a minimum estate tax exemption of approximately $300,000. Additionally, the estate tax exemption should be annually escalated at a rate equal to the appreciation rate of land values.

Estate laws should allow for transfer of land ownership in an orderly manner and to encourage the continued operation of family farm units.

RESOLUTION NO. 4
Garrison Diversion

We believe completion of the Garrison Diversion Project will advance economic development, and improve the standard of living in North Dakota. We submit that the federal government, through adoption of the Pick-Sloan Missouri Basin Plan, has made a long-standing commitment to North Dakota towards this end.

We the members of Sheyenne Valley Electric Cooperative, Inc., have continuously supported the Garrison Diversion Project, and emphasize our support of this vital project at the 250,000 acre level, and urge the immediate release of authorized funds, so that work may proceed on this important project.

The development of hydro-power and water supplies, as outlined in the Pick-Sloan plan, are a twofold purpose of this project. If environmentalists are successful in defeating this project, rural electric cooperatives and municipals in this area will sustain a substantial increase in hydro-power costs.

As agricultural producers we are opposed to the use of eminent domain on the part of the federal government to acquire land for wildlife mitigation. Our productive land is being threatened with an ever increasing demand for non-agricultural purposes, we feel that present wildlife habitat is more than adequate in North Dakota, and resist further sacrificing of our precious farmland for such reasons.

We demand prompt, fair, and compassionate treatment of those individuals who are called upon to involuntarily sacrifice their property through eminent domain for any purpose.

RESOLUTION NO. 5
North Dakota Lignite Utilization

The national insecurity of foreign oil dependency, and the inordinate price associated with it, is an obvious reason that North Dakota's lignite must be converted to electric energy.

North Dakota's vast supplies of lignite, when converted to electric energy, can displace enough home heating oil to assure farmers of a dependable supply of fuel for agricultural production.

We urge the North Dakota Legislature to limit taxes on lignite coal development, so that only the impact related costs are considered, and that tax revenue be applicable only to counties and cities in the coal mining area.

The national energy crisis, with its serious implications, makes it prohibitive for politicians and/or political parties to play politics with a natural resource so vital to our national security. Moreover, lignite taxation should be limited to the degree that it does not destroy the incentive for industry to continue further development.

RESOLUTION NO. 6
Commendation of School Officials

We extend our appreciation to the Finley-Sharon School Board for permitting the use of its facilities for the Cooperative's 1979 annual meeting.

RESOLUTION NO. 7
Commendation of Board of Directors and Employees

We express our sincere appreciation for the service and achievements, accomplished by our Board of Directors and employees. We compliment their efforts and dedication, in maintaining adequate dependable service, at reasonable rates. We encourage them to carry on in the future, with this same spirit of dedication, as the challenge becomes more difficult and demanding.

Respectfully submitted,

SHEYENNE VALLEY ELECTRIC COOPERATIVE
RESOLUTIONS COMMITTEE

Sidney Harvey, Chairman

Kenneth Overby

Seymour Bjorlie

Baker Electric Cooperative, Inc.
CANDO, NORTH DAKOTA 58324

June 4, 1979

Alvin E. Austin
Garrison Diversion Conservancy District
P. O. Box 140
Carrington, ND 58421

Dear Alvin:

Enclosed is a copy of the resolutions adopted at our recent annual meeting.

Thank you.

Very truly yours,

BAKER ELECTRIC COOPERATIVE, INC.

Bob Christensen

Bob Christensen, Member Service Director

BC/bc

Enc.

RESOLUTION NO. 6

Regardless of weather conditions we urge everyone to use more discretion with any burning. A fire out of control in the neighborhood is everyone's fire.

RESOLUTION NO. 7

Whereas serious soil erosion and property damage has occurred as a result of excessive drainage of farm land; and state statutes regulating drainage of land are being ignored, we call for stringent enforcement of any drainage of farm land that allows one farmer to drain on others.

RESOLUTION NO. 8

Whereas land use being of prime importance to the welfare of agriculture and the nation.

Therefore we support enactment of legislation, to unify existing power generation and transmission facilities in order to facilitate the movement of large units of electric power in North Dakota with serious consideration being given to the establishment of transmission corridors.

RESOLUTION NO. 9

We support continuation of the Garrison Diversion Project with prudent and reasonable controls to protect the rights of landowners, other citizens and governments.

We ask President Carter and Congress to restore full funding to the Garrison Diversion project, to protect the communities and land owners already involved and are dependent on the completed project.

We also urge that the Water Bank Program's funding be retained, and that both Water Bank acreage and land already owned or leased by the Fish and Wildlife Service be included for mitigation purposes in the Garrison Diversion Project. Any land they acquire in the future should be from a willing seller. And this land should also be included in the mitigation program.

RESOLUTION NO. 10

Whereas agriculture in the upper Midwest depends on Canadian crude oil and there will be less crude oil available to us.

We urge immediate completion of the Northern Tier Pipeline to supply this area.

Fargo 100th ANNIVERSARY Chamber Of Commerce

Officers & Directors
President
Mark B. Foss
1st Vice President
Pete Haug
2nd Vice President
Jim McLaughlin
Treasurer
Richard Walstad
Past President
James Dawson
William Amundson
Charles Bohnet
Joe Cascalenda
Charles Feste
George Howe, Jr.
Pat Kinsella
Richard Kloubec
Dave Koentopf
Robert Lauf
John O. Paulsen
Dr. Ken Raschke
William Tiffany
Jack Williams

Ex-Officio Members
Dr. Vern Bennett
Peter Gugriberg
Eileen Gross
Arne Klukas
John T. Korsmo
Wes Megrund
George P. Smith
John Stockman

Committee Chairmen
Agriculture
Walt Ness
Ambassadors
Eileen Gross
Aviation
Lou Emerson
Convention & Tourism
A.J. Remsing
COSE
John T. Korsmo
Crime Prevention
Dr. George Burt
Economic Education
Dr. Glenn Melvey
Economic Development
Dale Haakenstad
Energy Conservation
Charles Collins
Heritage & Cultural Center
Hale Leyboum
Forward Fargo
Tom Dawson
Legislative Affairs
Vern Smith
Military Affairs
James Brenan
NDSU
Bob Dawson
Solicitations Control
Rod Larson
Special Events
Kit Grove
Streets & Highways
Col. E.G. Clapp, Jr.
Transportation
Wes Megrund
Water Resources
William Corwin, Sr.

March 27, 1980

MAR 31 1980

The Honorable Mark Andrews
2411 Rayburn Building
Washington, DC 20515

Dear Congressman Andrews:

The Fargo Chamber of Commerce Board of Directors has again taken action to support the Garrison Diversion Project.

The enclosed resolution indicates our continued long standing support, and also urges your support of the inclusion of at least $15 million for the Garrison diversion unit for fiscal year 1981.

Mark B. Foss
President

MBF:mb

RESOLUTION

Garrison Diversion Conservancy District

WHEREAS, the State of North Dakota has lost 566,000 acres of Missouri River bottomland to the development of the Oahe and Garrison Reservoirs for downstream benefits with the promise by the Federal Government to provide irrigation benefits and municipal waters to compensate for these losses; and

WHEREAS, the Garrison Diversion Unit was to be developed in stages, with an initial development of 250,000 acres of irrigation and municipal water for 32 communities; and

WHEREAS, the ultimate development of acreage to be irrigated was to include over one million acres of North Dakota farmland; and

WHEREAS, the State of North Dakota has already foregone, and will continue to forego, several million dollars of economic benefits to be derived from the land lost to the development of the Oahe and Garrison Reservoirs and the failure to irrigate the land promised to be developed for irrigation with the Missouri River waters; and

WHEREAS, the Federal government has a moral obligation to provide adequate compensation to the State of North Dakota for the land and economic losses already suffered by the State for the benefit of downstream interests; and

WHEREAS, the plan now proposed by the Department of Interior in no way provides adequate compensation due the State of North Dakota for the losses already incurred by the State in the development of this project and provides for no future expansion of the project to provide that compensation; and

WHEREAS, further delays in the implementation of the plan for Garrison Diversion authorized by the Congress of the United States in 1965 by Public Law 89-108 (79 Stat. 433) will only further compound the losses suffered by the State of North Dakota and the individual communities by the failure of the Federal Government to fulfill its promises;

NOW, THEREFORE, BE IT RESOLVED that the Chamber of Commerce of Fargo, North Dakota, does hereby condemn the legislation as utterly unacceptable in providing the compensation due the State of North Dakota and her communities for the great losses they have incurred in the development of this Project; and

BE IT FURTHER RESOLVED that the Fargo, North Dakota, Chamber of Commerce, on March 20th, 1980, does reaffirm its firm and continued support of the Garrison Diversion Unit as authorized by Public Law 89-108 (79 Stat. 433) as the only reasonably acceptable plan of development that fulfills the moral obligations of the Federal Government; and

BE IT FURTHER RESOLVED that the Fargo Chamber of Commerce Board of Directors and the Fargo Chamber of Commerce Legislative Affairs Committee support and urge our Congressional Delegation to support a budget item of at least $15,000,000 for the Garrison Diversion Project in FY 1981; and

BE IT FINALLY RESOLVED that this resolution be filed with appropriate State and Federal officials for their perusal and consideration.

Attest Mark B. Foss

Mark B. Foss, President
Fargo Chamber of Commerce
March 20, 1980



Turtle Lake Park Board

TURTLE LAKE, N. DAK. 58575

MAR 31 1980

Wheras, the Garrison Diversion project was originated as an attempt to provide water resources for uses of irrigation and muncipal water supplies for other parts of the State of North Dakota from the Missouri River waters flowing through this State and

Wheras, the State of North Dakota and the County of McLean have lost many thousands of good productive land to the Garrison Dam and

Whereas, the United States Government has contractual obligation to compensate the State of North Dakota for the loss of those acres and

Whereas, the State of North Dakota has in excess of a million acres of irrigable land that could be irrigated by Garrison Diversion

Therefore, be it resolved that the Turtle Lake Park Board go on record in support of funding by the United States Congress for the 1981 fiscal year of the Garrison Diversion project of no less than fifteen million dollars.

Turtle Lake Park Board
Doyle Becker
Doyle Becker, President

DICKEY-SARGENT IRRIGATION DISTRICT

Oakes, North Dakota 58474
March 24, 1980

Mark Andrews, Repersentative
2186 Rayburn House Office Building
Washington, D, C. 20515

Dear Repersentative Andrews,

The Dickey-Sargent Irrigation District would like to thank you for your staunch support of the Garrison Diversion Project over the Years. Without this kind of support this project would have come to a stand-still years ago. Enclosed is a resolution that expresses the view of the Dickey-Sargent Irrigation District on the funding situation. The board feels that is is of utmost importance that the project receive proper funding so that work can continue on the 5,000 acre Test Area as recommended by the International Joint Commission, and the 5,000 acre block to be constructed in the LaMoure section.

Walter L. Albus, Secretary

Walter L. Albus

Dickey-Sargent Irrigation District

DICKEY-SARGENT IRRIGATION DISTRICT

Oakes, North Dakota 58474
March 24, 1980

WHEREAS, the Dickey-Sargent Irrigation District has supported and worked faithfully for the Garrison Diversion Project over 20 years, and will continue to strive for the completion of this project which is so important to the future of all North Dakotans.

WHEREAS, private irrigation development in the East Oakes, West Oakes, and LaMoure sections have shown the great potential of irrigation and the very positive economic effect on the surrounding communities.

WHEREAS, the House of Repersentatives Committee on Appropriations Report No. 95-1247 dated June 1, 1978, accompanying H.R. 12928 which states:

> "In order to monitor a prototype irrigation test area in the James River Basin, as recommended by the International Joint Commission, the Committee expects the Secretary, after concurrence by the State of North Dakota, to proceed punctually with construction of irrigation and drainage facilities to serve an area not to exceed 5,000 acres in either the LaMoure or West Oakes irrigation area with interim water service from Jamestown Reservoir."

WHEREAS, preconstruction activities for the prescribed Test Area are underway and the Dickey-Sargent Irrigation District, and the Garrison Diversion Conservancy District have been working very closely with the Water and Power Resources Service for the most orderly development of this Test Area.

WHEREAS, North Dakota State University, Garrison Diversion Conservancy District and Water and Power Resources people have been in close contact with landowners in the Test Area so a smooth transition from dryland to irrigated agriculture may occur..

WHEREAS, the farmers in the Dickey-Sargent Irrigation District have been waiting for this project 20 years already.

WHEREAS, Canadian and other environmental concerns won't be answered until the Test Area is built, operated and monitored, now is the time for action not delays.

NOW, THEREFORE BE IT FURTHER RESOLVED, that the Congress of the United States appropiate funds in the order of $12,700,000 to $15,000,000 so that the 5,000 acre block in the LaMoure section and the 5,000 acre Test Area in the West Oakes section will be constructed on schedule.

WDAY INCORPORATED
P.O. Box 2466
FARGO, NORTH DAKOTA 58108
(701) 237-6500

March 17,1980

Hon. Mark Andrews
U.S. House of Representatives
Washington, D.C. 20510

MAR 24 1980

Dear Sir:

Just a note reaffirming WDAY's support of the Garrison Diversion Project.

If there is anything we can do to help in your all out effort for funding, please let me know.

Best regards,

Scott Park
General Manager

DEVILS LAKE AREA CHAMBER OF COMMERCE

DEVILS LAKE, NORTH DAKOTA 58301

P.O. Box 879 Phone 701/662-4903

March 18, 1980

The Honorable Mark Andrews
U.S. House of Representatives
2411 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Andrews,

The Devils Lake Area Chamber of Commerce is in support of the $15 million appropriation for continued construction of the Garrison Diversion Unit. We hope that you continue your support by requesting this funding to be appropriated.

Garrison Diversion has had many groups tearing it apart lately. We wish to emphasize that there are many groups that are still very much supportive. We are one of those groups. Not only is Garrison Diversion important to Devils Lake but to the whole state. Too many things have been brought up that cloud over the importance of this project.

We request that you continue support for this project by doing everything you can to insure continued construction. Your action on this $15 million appropriation is needed. We would like to thank you for your support of this program in the past and hope you continue the support needed.

Sincerely,

MAR 25 1980

Marlowe Johnson
President

MJ/ejg

...Annual Winter Festival • Memorial Day Fishing Tournament
...Summer Festival • Lake Region Junior College • N. D. School
...ge Vo-Tech Center • Goose Hunting and Recreation Center

RESOLUTION

NORTH DAKOTA IRRIGATION ASSOCIATION

The North Dakota Irrigation Association is an association of irrigators and others interested in North Dakota irrigation development. Its purposes are to promote the development of the state's land and ground and surface water resources; to promote the production and marketing of crops under irrigation; to promote sound irrigation practices; cooperate with local, county, state and federal agencies in water resource development; to promote the development of sound legislation concerning water resource development and inform North Dakota citizens of the benefits of irrigation and problems facing irrigation development in the state.

The North Dakota Irrigation Association encourages and supports the appropriation of at least $15 million to carry out the scheduled construction of those portions of the Garrison Diversion Project as proposed by the Water and Power Resources Service for 1980 and 1981. The Association further requests Congress to direct the Administration to carry out negotiations with Canada so that construction of the authorized Garrison Diversion Project may proceed in an orderly manner.

STATEMENT OF RAMSEY COUNTY BOARD OF COMMISSIONERS TO
GARRISON DIVERSION CONSERVANCY DISTRICT BOARD OF DIRECTORS

In view of the petition from Barnes County to withdraw from the Garrison Diversion Conservancy District, this seems to be an appropriate time to re-affirm the unanimous support of the Ramsey County Board of Commissioners for the Garrison Diversion Unit.

Ramsey County continues to view the Garrison Diversion Unit as a viable project which is favored by a heavy majority of the citizens of North Dakota. The solidarity that has marked support for this multi-purpose project throughout this century should not be undermined by the misguided efforts of single-interest groups who mainly represent out-of-state elements.

The Conservancy District has our thanks and is commended for its position on mitigation of wetlands, requiring acquisition only from willing sellers, its resistance to current federal policies harmful to out agricultural economy and its leadership in establishing the Lands Mitigation and Enhancement Commission to help solve this problem. The taking of land for wildlife habitat is a prime issue in Ramsey County where 25 percent of the county's acreage is under control of the Fish and Wildlife Service. We have no illusions, as should others, that additional lands marked as desirable for mitagation cannot be acquired through federal programs other than Garrison Diversion mitigation.

Ramsey County is fortunate that it is already being benefitted from recreational areas that would not otherwise have been installed along the shores of Devils Lake without cooperation from the Conservancy District and the Bureau of Reclamation. The unusual increase in the lake level has made Devils Lake an outstanding fishing lake and recreation area. But, we recognize that only through diversion of Missouri River water will Devils Lake be assured a stable level.

Considering indirect benefits, patrons of our rural electric cooperatives and municipal power plants have enjoyed the use of hydro-power generated and sold at moderate prices from Garrison Dam and Reservior under the Pick-Sloan Missouri Basin program.

Major credit must go to the Conservancy District, Bureau of Reclamation and the N.D. Extension Service for the education and research in irrigation that has spurred the growth of irrigated agriculture in North Dakota.

The continued leadership of the Conservancy District is appreciated and you have our assurance of support in the continuing effort to develop the Garrison Diversion Unit which remains North Dakota's best hope for an improved economy and environment.

BOARD OF RAMSEY COUNTY COMMISSIONERS

By: Leroy E. Pederson
Chairman

ATTEST:
Cynthia M. Gjesdahl
Ramsey County Auditor

Mr. BEVILL. Governor Link, we are always pleased to have you before us. This committee has the highest respect and regard for you, the tremendous career that you have had, and accomplishments that you have had. We appreciate it very much.

STATEMENT OF GOVERNOR LINK OF NORTH DAKOTA

Mr. LINK. Thank you very much. Thank you, Congressman Andrews. Thank you Chairman and Congressman Bevill, Congressman Myers, Congressman Burgener, other Members whom I have served with previously. I say it is a welcome feeling to come back and see familiar faces and recall the pleasant experiences we have had working on issues not always entirely for one's own State but for the entire good of the Nation. I would want to underscore what Congressman Andrews has already said relative to the Garrison project. It has impacts and benefits that extend beyond the borders of our own State.

I should say before I present my prepared remarks, which will not impose unreasonably upon your committee's time, I noticed the colloquy between Congressman Myers and the Kentucky delegation, as to his request to learn a little bit more about basketball. Under certain conditions, should you develop an interest in hockey in your State, let me share with you that the Sioux hockey team of the University of North Dakota, that just earned the title of the national championships, may be available to assist in a little information, a little bit of instruction, and a little benefit in that regard.

Mr. MYERS. That was noted by the members of the committee, NCAA national champions. Congratulations.

Mr. BEVILL. While we are on the subject, Governor, I would like it to be known that we still have the Bear down in Alabama. He still walks on water.

Mr. ANDREWS. It is easy to walk on water when you are playing hockey, Mr. Chairman.

Mr. LINK. Thank you, Mr. Chairman. I appreciate the highest courtesies that you personally and members of the committee have extended to me and the delegation from North Dakota, and the unanimity that we bring to this committee and to the Congress I think is unsurpassed, and we hope will be properly noted by everyone.

I am Arthur Link, Governor of North Dakota. I am here on behalf of the people of North Dakota to ask for your continued support of the Garrison Diversion Project.

North Dakota farmers have sought a dependable water source for irrigating the semi-arid farmland in the central and eastern parts of the State since the early days of statehood. Many of our early towns relied on water shipped by railroad, or for many years, purchased water from water peddlers. As early as 1889, harnessing the Missouri River and the diversion of its water lingered in people's minds. The first irrigation works were built in 1905 and 1906 on the lower Yellowstone and Missouri Rivers. It was the drought of the 1930s which stimulated new interest and made the State more conscious than ever of its delicate balance with nature. The legislatures of 1933, 1935, and 1937 organized and revised regulations concerning water and its uses; however, the great hope was the Missouri River, and the emphasis was irrigation.

To date, North Dakota has been primarily a provider in the scheme. We have sacrificed over one-half million acres of fertile land for water storage. Towns were relocated and a loss of annual income from the land exceeding $90 million annually has been sustained. Downstream interests have benefited from water control (i.e., flood protection) amounting to about $1 billion so far. Besides providing flood control and hydroelectric generation, stabilizing the flow of water in the Missouri River has resulted in the extensive barge traffic below mainstem reservoirs.

North Dakota is proud of its contribution to the stabilization of the Missouri River basin, but we still look to the future for the benefits we believe we deserve. We expect a stabilization of State and regional economy; we envision increased farm income, increased trade opportunities, and new businesses, new fish and wildlife areas and a stable water supply for many of our cities. The Garrison Diversion Project, as authorized by Congress in 1965, offers us the benefits we believe we deserve for the contributions we made.

We look forward to the irrigation of 250,000 acres which we can count on producing during both lush and lean years—we will have higher yielding crops and a more diversified agricultural economy. The mitigation and enhancement features of the project will provide us with over 146,530 acres of new fish and wildlife acres for expanded hunting and fishing opportunities. Many of North Dakota's municipalities and rural and domestic users see the Garrison Diversion Unit as the most dependable source of water they desperately need to survive and prosper.

These are the benefits we in North Dakota are waiting for. We do not want to fall short of our goals. Over the years, the principal players at all levels have changed, but the goal remains the same for the citizens of North Dakota. There is an historical, legal, and moral commitment to be fulfilled between the Missouri River basin States and the United States to bear fruit for North Dakota. We can no longer neglect that responsibility. Obstacles besetting project funding and construction must be reconciled and the dollars made available for completion.

Garrison Diversion is extremely significant to the citizens of North Dakota. It is a reasonable means of compensation when considering the initial resources we lost to the reservoir construction.

With over 500,000 acres of productive land under water and an annual income loss of $90 million, there should be little doubt in the minds of anyone that our time has come to reap some benefits from this ongoing sacrifice.

In summary, North Dakota has worked for decades for the Garrison Diversion development which will provide irrigation so that we may produce food; it will ensure more productive soil and also protect us against the impacts of droughts. Important agricultural and wildlife benefits can be realized through Garrison Diversion, and the positive resulting agricultural production can benefit our neighbors in this country and the world.

We need Garrison Diversion. We are confident that it can be achieved in a responsible manner which is both environmentally and morally sound.

Thank you, Mr. Chairman and members of the committee.

Mr. BEVILL. A very good statement.

Mr. ANDREWS. Mr. Chairman, I would like next to introduce the very competent and capable attorney general of our State, a strong supporter of this project, who has been doing so well in leading the fight over the legal technicalities raised, Allen Olson, attorney general of the State of North Dakota.

STATEMENT OF ALLEN OLSON

Mr. OLSON. Thank you, Mark.

Mr. BEVILL. We will be pleased to hear from you, Mr. Olson.

Mr. OLSON. Mr. Chairman and members of the committee, I apologize for being a few minutes late to an early start. As Congressman Andrews alluded to the potential rivalry of the Governor and I, I want to assure you I would have been happy to sit next to Governor Link because we maintain a friendly relationship.

Mr. LINK. Right on.

Mr. OLSON. Particularly friendly and unified on the question of Garrison Diversion and water resources.

Mr. BEVILL. Actually we started early.

Mr. OLSON. The legal authority establishing this right is well-founded in the acts of Congress and the North Dakota Legislature. It is also established in the Master Contract for the Garrison project, entered into between the United States and the State, and affirmed by the highest court of our State, to be legal and binding upon the parties.

Our most recent Legislative Assembly reaffirmed the dedication of our citizens to the development of our water resources through the passage and approval of legislation urging the Secretary of Interior to proceed with construction of the project, establishing State "best management practices" for lands to be irrigated, and creating a statewide commission to help resolve questions relating to wildlife features of the project.

The authority of the Congress, the Secretary of the Interior and the State to construct the project continues to be challenged and tested in the courts. It appears inevitable, during these times, that litigation accompanies the construction of a reclamation project. As this committee well knows, the State remains committed, however, to defending the Federal and State legal authority which mandates construction of the Garrison project.

We reject the simplistic legal theories of the National Audubon Society which suggest that the Congress and the State may be held hostage by the mere failure of the Secretary of the Interior to proceed with construction of the project, notwithstanding the mandates of the Congress.

COOPERATION

Through four decades, the Garrison project has benefited from the cooperative efforts of Federal and State agencies responsible for its development. During the past 3 years, however, it has been necessary for the State to take up the burden to justify its continued existence. We have put forth our best effort, with the unyielding support of the Congress, before the Federal administration, international forums and the courts. The State continues to stand ready to work with Federal agencies and others concerned about the project in a sincere effort to resolve conflicts.

The State has, in the past, been active in pursuing and securing its rights and will continue the effort. It remains our hope that responsible Federal officials will prove to be our allies rather than our opponents.

We respect and appreciate the firm conviction of the Congress that there is a solemn commitment to the State of North Dakota for the continued construction and completion of the Garrison Diversion Unit of the Missouri River Basin Project. That conviction has been demonstrated by continued funding of specific project features from year to year.

The Department of Interior has now represented that it has the capability to construct additional features of the project. Additional appropriations are necessary to provide the funds needed to carry out these construction capabilities.

It is respectfully requested that this committee recommend to the Congress the appropriation of additional funds commensurate with the construction capabilities of the Department of the Interior and that appropriate guidance be given for the expenditure of such funds.

Thank you.

Mr. BEVILL. Very good.

Mr. ANDREWS. Mr. Chairman, next we have the chairman of the locally elected Garrison Diversion Conservancy District. These are directors elected by the voters in each county served by the conservancy district project and Bill, of course, is their choice to be their chairman. He is a farmer from southeastern North Dakota, a very excellent, dedicated spokesman for the project, and certainly represents the grassroots. I am proud to introduce him to the committee at this time. Bill?

STATEMENT OF BILL BOSSE

Mr. BOSSE. Thank you, Mr. Chairman. It is indeed a pleasure, and members of the committee, for me to be here today and appear before you. As Representative Andrews said, I am chairman of the board of directors of the Garrison Diversion Conservancy District and the only official spokesman for this agency. Our appearance today concerns appropriations for the Garrison Diversion Unit, Pick-Sloan Missouri Basin Development for which we recommend augmentation of the President's budget for fiscal year 1981 in the amount of at least $12 million.

The history of the Garrison Diversion Unit is well known to you and this subcommittee, and it is not our purpose today to recite that history all over again. It is important, however, to put certain facts in perspective or both your and our time would be wasted by this appearance. At the outset, I would like to express the appreciation of my board of directors and all interested citizens of the State of North Dakota for the steadfast support and understanding that you have shown in past years for our program and what it will mean to the community, State, and region. Without this enlightened support, we would be in much less favorable condition than we are at this time.

In fiscal year 1980, there were no funds budgeted for the Garrison Diversion Unit, and we did not then request that any be added by the committee. We believed that carryover funds from prior years would be adequate to carry out a reasonable program through the

60-588 O - 80 - 62 (pt. 10)

fiscal year. This proved to be true and sufficient funds are on hand provided minor additional appropriations can be shown to be in prospect for continuation in fiscal year 1981.

PLANS FOR 1981

These funds, in the estimated amount of $12 million, would enable the Water and Power Resources Service to proceed in a timely manner on features of the plan of development which are common to the authorized 250,000-acre plan and to the lesser plan which the Secretary of the Interior has publicly endorsed as his preferred alternative. In addition, the sum we are requesting would enable progress on a 5,000-acre test area in the West Oakes area that has been recommended by the International Joint Commission and by this subcommittee. A program of this magnitude would allow the project to maintain some momentum while developing the data that will ultimately be necessary to the resolution of the issues that have been raised in the discussions with Canadian interests.

Absent these appropriations, we do not see any alternative to the liquidation of the staff in the Service's Bismarck office. Should this take place, it is going to be extremely difficult and costly to get the project going again when funds thereafter become available, as we confidently expect will be in the case. Our optimism in this respect is base din part on our trust in the fairness of this subcommittee and the Congress as a whole; on the rightness and legality of our position; on our belief that we can resolve any misunderstandings with our Canadian neighbors; and on the yet preponderant support of the people of North Dakota.

The conservancy district is working diligently to preserve its base of popular support among potential water users and the general community and I can assure this subcommittee that we still have a plurality of approval equal to or greater than any other project of similar scope that one can identify. Also, we have had no significant loss of support from elected officials from the conservancy district area and I consider this to be particularly important, since such persons have a recognized ability to read local opinion.

In closing, Mr. Chairman, I would like to return to the plan proposed by the Secretary of the Interior, which is in the neighborhood of 96,000 acres as contrasted to the authorized level of 250,000 acres. In referring to this plan, I do not wish to imply any support whatsoever by the Garrison Diversion Conservancy District to efforts to so limit our project. In referring to it at all, we simply acknowledge that the Water and Power Resources Service keyed a fiscal program to that plan in developing its recommendations to the administration for fiscal year 1981. Of course these recommendations were not adopted which accounts for our appearance here today to request that funds be added.

Mr. Chairman, we thank you for this opportunity.

Mr. BEVILL. Very good.

Mr. ANDREWS. Mr. Chairman, finally as a witness we have Murray Sagsveen, special assistant attorney general, who has been directly handling litigation in the issue. Murray does not have a statement, but he would be available to the committee if they had any specific questions that the committee or the staff might have.

Mr. BEVILL. There are apparently no questions, and we appreciate the fine presentation. You always make one of the best. This committee will certainly work with you, Congressman Andrews.

Mr. BURGENER. Mr. Chairman, will you yield a moment?

Mr. BEVILL. Mr. Burgener.

(Discussion off the record.)

Mr. MYERS. Governor, like the Kentucky delegation your congressional delegation is unanimous. I have the pleasure of sitting on another subcommittee with your congressman, and I remember well serving with you. We are always pleased to see you come back. I will say this, it is nice to see a Governor come here fighting for his State. We have several Governors throughout the country who sit back and criticize that their State is not doing as well as with the Federal Treasury as some other State. But you are doing something about it.

Mr. LINK. I always have. With your help we will do better.

Mr. MYERS. It is nice to see you here.

Mr. ANDREWS. Thank you, Mr. Chairman.

BURLINGTON DAM, NORTH DAKOTA

WITNESSES

HON. MARK ANDREWS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH DAKOTA
CHESTER REITEN, MAYOR OF MINOT, N. DAK., AND STATE SENATOR ORLIN BACKES
LAWRENCE McMERTY, WATER USERS ASSOCIATION
JACK BONE
ROBERT SCHEMPP, CITY MANAGER

Mr. BEVILL. Congressman Andrews, I believe you have another delegation here.

Mr. ANDREWS. This is North Dakota Day at the subcommittee, Mr. Chairman. It is my privilege now to introduce a group from the city of Minot, the mayor of Minot and the State Senator from Minot, who wears two hats; Lorry McMerty of the Water Users Association; Orlin Backes of Minot, a competent speaker of the business community of Minot, and Bob Schempp, city manager, all here to testify for the Burlington Dam project for which, I understand, the Corps says they have a capability in fiscal '81 for some $2 million, $1 million for completion of design, and $1 million for preconstruction work.

Mr. Chairman, Minot over the years has made national news, and for a big town by North Dakota standards but small town nationally, it's important when a small town makes the national news on three separate years because of the extreme spring flooding. I think you know that we have a problem there, and in the resolution of this problem, we always have the people upstream and downstream, and a few even in the city who say, "Well, we have got a better idea. We don't need to do what the Corps says is the best idea."

Mr. Chairman, members of the committee, in North Dakota we have under North Dakota law the North Dakota State Water Commission, composed of the Governor, other elected officials; the Governor, of course, is the chairman, and he appoints members of that water commission. They hire engineers, and they, after thorough studies of the

water needs in the various areas of our State, come out with resolutions and recommendations as to what is the most cost-effective way, what is the most beneficial way, what impacts the least on the people involved. In other words, what is the best overall choice to resolve the problems, whether they be drainage problems or flood problems or whatever else. The North Dakota Water Commission, so constituted under State law, has consistently reiterated the fact that Burlington Dam is the best choice to resolve the flooding problem in Minot. Other groups might come and say "We can resolve the problem by doing thus and so and thus and so," but as a representative from the State of North Dakota, I think in testifying to you I have an obligation to support the position taken by our legally constituted body, to make these recommendations.

Their engineering, their staff, their people, have unanimously and consistently supported Burlington Dam, and that is why I support it, and today I am extremely proud and privileged to introduce to you first the mayor of the magic city of Minot, Chet Reiten. As a matter of fact, I was in Minot a year and a half ago watching the first hockey game in the new arena they built up there, and it was between the University of North Dakota Sioux and the University of Minnesota team coached then by our own U.S. Olympic hockey coach. You know the kind of odds that the Sioux were up against. They won that game, too, so North Dakotans pretty consistently play a pretty strong game in hockey. We also play a pretty forthright game in identifying and supporting those projects that are needed for the State, and we appreciate the support of thoughtful subcommittees such as yours over the years.

Major Chet Reiten is here to give you some insight on the importance of construction of this dam.

Mr. BEVILL. Mayor, we are pleased to have you with us. It is good to hear from you.

STATEMENT OF CHESTER REITEN

Mr. REITEN. Mr. Chairman, my name is Chester Reiten, mayor of the city of Minot. I come to testify in behalf of the Burlington Dam but if I may I would like to say just a word about Garrison Diversion. We in Minot are very supportive of it. We need it No. 1 for water supply. You can imagine the problems of trying to attract industry to a city in northern North Dakota. Without it we will be running out of water. We are also in the agricultural part, the irrigation. North Dakota in our area, over 80 percent of the income comes from farming. You remember as Governor Link pointed out the drought years and we are looking to diversify our economy. We are practically all wheat. We added a few sunflowers but that is the basis of our economy.

On the Burlington Dam, and I have a statement that was handed in and I will just review it a little, I have been here every year since 1970 talking about the Burlington Dam, and I want to say to you members of the committee, Mr. Chairman, that you have been good to us. You have given us money to put a channel through our city, which has reduced the flood potential down to 20, every 20 or 25 years. Seven of the last 11 years we have had a major flood. You have

given us the money to fight the floods, to put in the diking and things like that to save the city.

Basically there are people who seem to imply that the flood is the fault of the people in the city and in the valley. The Souris River comes out of Canada. There is no restriction on drainage, and land in Canada is drained right into the river, and our river is no longer a river in the spring. When there is snow it is a drainage area. That is why for many years we have had no floods. Now we have had seven major floods in the last 11 years and the water just keeps coming, and this is not really affecting the business community. They are out of the valley. If they were not, they have moved out. Here lived 12,000 people, mostly low-income and elderly. You can imagine it is the older part of town, and they are the innocent victims of this flood, and with interest rates now at 18 percent, the cost of housing we just mentioned, there is very little housing starts, what are these people going to do? They are on social security. They are old, or they are low-income, so they are being forced out of their homes 7 of the last 11 years. We have to move them out. As I said, they are innocent victims of this.

In the past, since the floods started, the Federal, State, and local governments have spent $70 million fighting the floods, between that and the damage. That is near the cost of this dam. That is why we feel the dam is a very viable thing to do. It is going to save everybody money. The Corps of Engineers has studied this since 1957, many meetings, much input and the solution they have, it is called the most people-oriented, doing the most good for the greatest number of people.

As Congressman Andrews said we are asking for $2 million to start construction, and we appreciate very much your support on this matter. Thank you very much.

[The statement follows:]

STATEMENT OF

CHESTER REITEN, MAYOR

THE CITY OF MINOT, NORTH DAKOTA

CONTINUED FUNDING

FLOOD CONTROL - BURLINGTON DAM

SOURIS RIVER, NORTH DAKOTA

Presented to

SUBCOMMITTEE ON ENERGY AND

WATER DEVELOPMENT OF THE

HOUSE APPROPRIATIONS COMMITTEE

March 31, 1980

Mr. Chairman and Members of the Committee:

My name is Chester Reiten, Mayor of the City of Minot.

I have appeared in front of subcommittees of the Congress every year since 1970 to ask for funds for the U. S. Army Corps of Engineers to complete its studies which are aimed at providing flood control on the Souris River as it winds its way through North Dakota. You have not only responded by appropriating these funds, but you have also provided the federal share of the river channel work through Minot. This channel work protects our city from smaller floods of up to 20 to 25 year frequency. I can assure you that the people of the City of Minot are extremely grateful and appreciative and I would like to thank you personally in their behalf.

You have also been generous in providing emergency funds in seven of the last 11 years in an effort to partially contain floods and minimize damages. We sincerely hope that this drain of federal moneys will cease, in the near future, when you provide a permanent solution to the flooding problem on the Souris River. We are here to support the selected U. S. Army Corps of Engineers Plan and urge that continued funding of that plan be appropriated by Congress.

I should point out that some have suggested that somehow or other the people of the city of Minot and downstream are to blame for the flooding problems that we have in the Souris Valley. I don't believe that anything could be further from the truth. History will prove that from 1904 to 1969, there were no floods of major magnitude in the Souris Valley in North Dakota. However, from 1969 to 1979, there have been seven major floods in the Souris River Valley.

One of the major differences during the past 10 years over the previous 65 years has been the great amount of drainage in the region. This is particularly true in Canada where drainage practices are largely unregulated. We believe that this increased drainage is the chief contributor to the increased volumes and peak flows of Souris River floods which are almost an annual event in Minot.

The people of Minot and the downstream communities and farms are not the cause of this problem; they are the victims. As these practices continue and as the flood flows increase, the citizens of Minot can only look forward to more suffering and greater hardship.

I should also point out that the area most affected by these floods is populated very heavily by 12,000 persons, a large number of which are low income and elderly people. With the present extreme high interest rates and high cost of housing, these people can in no way afford to purchase other housing. These people, in their older homes, are innocent victims of our frequent floods. The flood prone area of Minot also contains many of our schools and churches. There are few commercial business firms in the floodplain, leaving the majority of the flood victims the elderly and the low income. These are the innocent people we must protect.

A couple of years ago a local study combined the flood damages since 1969 with federal and local emergency flood expenditures. That estimate of total cost came to $70 million. That's close to the estimated cost of permanent flood protection with the construction of the Burlington Dam, enlargement of the Lake Darling Dam, as well as other aspects of the project aimed at maximum protection for those who live along the river.

This year we are asking for funding to provide for final design and preliminary construction work for the Burlington Dam Project. This is the long range answer for control of the Souris River which will not only resolve the flood problem in Minot but also at the communities of Burlington, Sawyer and Velva.

The U.S. Army Corps of Engineers first began to study the unusual flood problems on the Souris River in 1957. Now, some 100 plans later, the Corps has made its recommendations. As you would expect, many dire predictions begin to emerge when a project is about to take shape. You have been deluged with other plans and protests, continually. Most of these protests come from people taking their first look at the project, overlooking the fact that there has been 20 years of study by experts in the flood control field.

As can be expected and understood, the majority of the opposition is among residents upstream from the proposed Burlington Dam.

On the other hand, the staunchest support for the U.S. Army Corps of Engineers plan, embracing the raising of Lake Darling and the construction of Burlington Dam, comes from the vast majority of people residing in the Basin who have suffered flood damages and are hopeful that a solution will be found where both rural and urban families downstream from the proposed site will have security from future flood threats. The North Dakota congressional delegation is solidly in favor of the plan proposed by the U. S. Army Corps Of Engineers.

About 2½ years ago, Brigadier General Robert L. Moore, the former chief of the Chicago division of the Army Corps of Engineers, called the selected plan the most "people orientated" flood control project ever

to emerge from his division.

The City that I represent has a population of 35,000, with 1/3 of that population affected almost annually by floods or the threat of floods. The Souris River winds its way through the center of our town and therefore, the floodplain bisects the City.

Approximately 4,000 homes, churches, schools, businesses and public facilities were affected by flooding of the Souris River in 1969. Since that time there have been constant flood threats and flood fights. The people of my town are at the end of their rope and look to you for the solution of this continual nightmare.

May I close with the thought that in your decision making, you have always had a notable record of following a course of reason and good judgement. You have continually supported the agencies of government which have demonstrated expertise in their fields. We are confident and appreciative in asking again that you shun the contrived hysteria and unsubstantiated propaganda on this project, so vital to the future of the people living in the Souris Valley.

We hope that you will give favorable consideration to our request of $2 million appropriation, so that construction of this project can be launched this year.

Thank you for the opportunity to appear.

C. Chester Reiten

Chester Reiten

Mr. ANDREWS. Next I would like to introduce to the subcommittee Mr. Larry McMerty of the North Dakota Water Users Association.

STATEMENT OF LAWRENCE MCMERTY

Mr. MCMERTY. Thank you, Congressman Andrews, and members of the committee. I am Larry McMerty here representing two organizations, the North Dakota Water Users Association and the North Dakota Water Management District Association. These two organizations are made up of principally of individuals with many years experience both professionally and privately in water development and water conservation in North Dakota.

What I would like to do is as the mayor did, express our support also for the Garrison Diversion Project which has been and remains our No. 1 priority in water development projects in North Dakota, and our highest priority and support for the Burlington Dam or Souris River Flood Control Project, which has our No. 1 priority in water management projects in North Dakota.

Our membership as I mentioned is basically professional people, who are used to handling water management problems in their counties, cities, and in the State of North Dakota, and they have for years studied all the different alternatives that have been offered and proposed for Burlington Dam, including a relocation of the dam, smaller size, tunnel under the city, and in the latest alternative offered by people who are opposing the project, the construction of a dam in Canada.

We have as I said studied these alternatives very closely, very carefully, looked at all of them with extreme care, and have reached the strong conclusion that the only practical alternative that will provide the needed flood protection to the people of the Souris Valley is the construction of the Burlington Dam, and that is why I have been sent here today, to encourage your continued support for the funding that is necessary and the authorizations that are necessary to make this dam a reality. Thank you.

[The information follows:]

STATEMENT OF LAURENCE D. McMERTY

EXECUTIVE VICE PRESIDENT, NORTH DAKOTA WATER USERS ASSOCIATION

MINOT, NORTH DAKOTA

GARRISON DIVERSION UNIT

PRESENTED TO

SUBCOMMITTEE FOR ENERGY AND WATER DEVELOPMENT

OF THE

HOUSE APPROPRIATIONS COMMITTEE

MARCH 31, 1980

Mr. Chairman and Members of the Committee:

My name is Laurence McMerty and I am the Executive Vice President of the North Dakota Water Users Association. Our organization is comprised of more than 2,400 farmers, businessmen and professionals across the State of North Dakota who have an active interest in the conservation and development of our state's water resources. At the very top of our list of priorities is the development of the Garrison Diversion Unit.

The Garrison Diversion Unit has been studied and restudied for the past several years. Any number of objections have been raised against the project on several fronts. We believe that those objections which have been proved to be valid have resulted in the necessary alterations being incorporated into the project. Those objections which have proved to be groundless have been considered and answered. Yet the delays continue and this worthwhile project is still far from becoming a reality for North Dakota. We appeal to you for your help in bringing this long-sought and much too frequently delayed project into existence.

No one who has objectively studied the Garrison Diversion Unit can deny the tremendous economic, environmental and social benefits which this development will bring to North Dakota and the Nation. No one can deny, either, the great sacrficies North Dakota has already made in the loss of land and the investment of millions of dollars to further the development of Garrison Diversion. And no one can deny that the Garrison Diversion Unit continues to enjoy the overwhelming support of North Dakota's citizenry and political leaders. Yet the initial stage of this project, which should have been completed three years ago, is in fact less than twenty per cent completed with the prospect of further delays looming in the future.

The North Dakota Water Users Association believes that all of the Presidents of the United States since Franklin D. Roosevelt, of both political parties, have not been wrong in their unanimous support for the Garrison Diversion Unit. Nor do we believe that all of the Congresses have been wrong as they have approved the necessary appropriations for the development of the project each time an appropriation has been requested. Nor do we believe that all of North Dakota's Governors, political leaders and the vast majority of its citizenry have been wrong in supporting the development of Garrison Diversion. And yet the project today is at a virtual standstill. It is a tragic and totally unacceptable situation.

Gentlemen, our water supply problems in North Dakota grow more desperately acute each year and, without Garrison Diversion, the problems will continue to degrade, not improve. Our agricultural economic base, which Garrison Diversion will stabilize, continues to be without a solid base. We have already made the sacrificies; justice demands that we begin to reap the benefits.

For these and other reasons, the membership of the North Dakota Water Users Association unanimously adopted the following resolution at its annual membership meeting on December 12, 1979:

GARRISON DIVERSION UNIT

We respectfully request the Water and Power Resources Service proceed with the contract works on major facilities of the projects as listed in the Public Works Bill of 1977, 1978 and 1979 and proceed as expeditiously as possible with the development of the LaMoure Unit of the James River Irrigation District and at least

5,000 acres of development in the West Oakes Unit to allow field testing and research. We urge that the United States Government immediately begin consultation on the transboundary impacts of the project with Canada and that priority be given to allow the construction of Lonetree Dam and related facilities since the International Joint Commission concluded this could be constructed without unacceptable risk to Canada thereby preventing further costly delays. We urge Congress appropriate at least $12.7 million for RY81 construction works for the project. We deplore the actions of the Audubon Society and the Committee to Save North Dakota to delay and stop the project. We support and recognize the propriety of the legal opinion of the Attorney General that the updated plan as presented by the Fish and Wildlife Service has not been authorized by Congress and request that the Water and Power Resources Service, Fish and Wildlife Service, Conservancy District and the State of North Dakota, through the Garrison Diversion Mitigation and Enhancement Lands Commission, cooperate toward a plan which will be acceptable to the people of North Dakota. We oppose the taking of prime farmland for mitigation purposes and support the willing-seller concept only for acquisition of mitigation and enhancement lands.

Gentlemen, we urge your continued support for the Garrison Diversion Unit and pray that you will continue to approve the necessary appropriations to bring this much-needed project into being.

Thank you.

STATEMENT OF LAURENCE D. McMERTY

EXECUTIVE VICE PRESIDENT, NORTH DAKOTA WATER USERS ASSOCIATION

MINOT, NORTH DAKOTA

SOURIS RIVER VALLEY FLOOD CONTROL PROJECT

PRESENTED TO

SUBCOMMITTEE FOR ENERGY AND WATER DEVELOPMENT

OF THE

HOUSE APPROPRIATIONS COMMITTEE

MARCH 31, 1980

Mr. Chairman and Members of the Committee:

My name is Laurence McMerty; I am the Executive Vice President of the North Dakota Water Users Association. I am pleased to present this statement of our unified support for the Souris Valley Flood Control Project, also known as the Burlington Dam, on behalf of the more than 2,400 citizen members of our organization across the State of North Dakota. This statement is also presented on behalf of the North Dakota Water Management Districts Association whose members are responsible for the management and control of the water resources in each of the counties of our state.

We believe the position of our organizations in testifying on this subject is unique as our associations have many members throughout the Souris Valley, both in the areas that would be adversely affected and in the areas that would be benefitted by the construction of the Burlington Dam. We are also unique in that the membership of our organizations is largely composed of individuals with many years of experience in analyzing the problems of water management and finding reasonable solutions to those problems. Much study and consideration have been given by our membership to all of the proposals for flood control in the Souris Valley and we have determined that the only viable solution to the recurring floods in the Souris Valley is the construction of the Burlington Dam with its related flood control features. No other alternative which has been proposed at any time offers the protection needed by all of the residents of the valley.

During the past two or more years there has been interest expressed in the Province of Saskatchewan in the possible construction of Rafferty Dam, which would be a water supply dam near the community of Estevan.

Opponents of the Burlington Dam Project have seized upon that interest as a possible alternative to a flood control project in North Dakota. While having strong emotional appeal, incorporating flood control features for North Dakota into the Rafferty Dam proposal has no practical merit.

First, there is a primary difference between a flood-control dam and a water supply dam. A water supply dam must maintain a certain level of storage to provide for the needs for which it was constructed. A flood control dam, on the other hand, must be emptied each year to provide for the next spring's flood. While Rafferty Dam could be operated to provide limited flood protection for the Souris Valley, one hundred thousand acre-feet of flood storage, even under optimum conditions such limited storage would provide, at best, only a fourteen percent reduction of the peak flows of floods in North Dakota during the 100-year flood. In fact, such limited storage capacity would probably result in no discernible reduction in the peak flow in North Dakota at all.

Second, the flood waters in the Souris Valley in North Dakota come from several sources. While Rafferty Dam may provide some limited protection from flood waters originating in the Upper Souris River, it would provide no protection from the Moose Mountain drainage, the principal source of the major floods on the Souris River in North Dakota, the Dec Lacs River, several smaller tributaries to the Souris River, or a storm centered over the Souris Valley in North Dakota.

Third, construction of Rafferty Dam, which may be necessary for future water supply needs in that region, will cause several severe adverse impacts upon the residents and landowners in that area. To compound those problems by adding additional flood control storage to provide limited protection for North Dakota and no flood control benefits for Canadians themselves will only serve to expand the impacts upon Canadians and increase the local opposition to that project.

That is one of the reasons that the Souris River Study Board, composed by technical water management experts from the Canadian federal and provincial level, recommended that any future action on Rafferty Dam be postponed indefinitely.

For these and other reasons it has become perfectly clear to the water management and control interests in North Dakota that the Rafferty Dam offers no final solution to the flooding problems in the Souris River Valley in North Dakota.

There is another point which we feel it is incumbant upon us to draw to your attention at this time. There are some who have suggested that somehow or other the people of the City of Minot and the downstream landowners and communities are to blame for the flooding problems in the Souris Valley. Nothing could be farther from the truth.

From 1904 to 1969, there were no floods of major proportion in the Souris Valley in North Dakota. From 1969 to 1979, there have been seven major floods in the valley. One of the major differences during this period has been the great amount of drainage in the region, particularly in Canada where drainage practices are largely unregulated, that has chiefly contributed to the volume and the peak flows of the floods which are becoming an almost annual event. The people of Minot and the downstream communities and farms are not the cause of this problem; they are victims of it. And as these practices continue and as the flood flows increase, the citizens of this area can only look forward to substantially greater suffering and hardship.

We recognize that providing adequate flood control for downstream residents is often accomplished at the expense of upstream residents who are not the victim of the flood problems, but we also recognize that these "trade-offs" must

be made if we are to fulfill our obligations to promote the public welfare of the vast majority of our citizens. The Burlington Dam proposal maximizes the benefits of flood control and, since it is to be a "dry" dam utilized only once in every fifty years, it minimizes the adverse impacts on the upstream residents.

For these and other reasons the membership of the North Dakota Water Users Association and the North Dakota Water Management Districts Association view the Burlington Dam with its related flood control features as the only acceptable solution to the flood problem of the Souris Valley and unanimously adopted the following resolution at our annual joint meeting on December 12, 1979:

MINOT FLOOD PROTECTIVE WORKS

Congress is urged to continue funding the flood protective works on the Souris River and to complete the overall project as recommended by the Army Corps of Engineers.

Gentlemen, our organizations strongly urge your favorable consideration of the appropriation request for two million dollars for fiscal year 1981 for final design work and preliminary construction work on the Burlington Dam Project. It is time we made this much-needed project a reality.

Mr. ANDREWS. Mr. Chairman, next I would like to introduce Mr. Bob Schempp, Minot city manager.

STATEMENT OF ROBERT SCHEMPP

Mr. SCHEMPP. Mr. Chairman, members of the committee, my name is Bob Schempp, city manager of the city of Minot. I have a prepared statement that I filed with the committee and I would just like to make a couple of comments from that statement.

Mr. BEVILL. Your prepared statement will be made a part of the record.

[The statement follows:]

STATEMENT OF

ROBERT SCHEMPP, CITY MANAGER

THE CITY OF MINOT, NORTH DAKOTA

CONTINUED FUNDING

FLOOD CONTROL - BURLINGTON DAM

SOURIS RIVER, NORTH DAKOTA

Presented to

SUBCOMMITTEE ON ENERGY AND

WATER DEVELOPMENT OF THE

HOUSE APPROPRIATIONS COMMITTEE

March 31, 1980

Mr. Chairman and Members of the Committee:

My name is Robert Schempp. I am the city manager of the City of Minot.

I am appearing before you to support the number one priority of the City of Minot; flood control and flood protection for the citizens of Minot.

The center 1/3 of Minot lies in the Souris River Valley. So, when a flood occurs, two cities are created; separated by a 1/2 mile by 5 mile lake. The lake flows past these hillside towns very slowly because of the very flat grade of the valley. That grade and water volume caused the 1969 flood to last 40 days and 40 nights.

Our successful flood emergency fights during the past 10 years have seen the same lake slowly pass between hastily constructed emergency dikes. Again, because of the grade, those emergency dikes had to hold for an extended period. As these temporary systems become water logged they become more and more unstable and the entire valley is threatened. Secondary diking systems, then need to be constructed to prevent valley flooding. This extreme situation has occurred several times in the past few years.

Minot settlers chose our valley because of shelter from the elements and proximity to a water supply. The city grew in concentric circles so that now about 4,000 homes, many businesses, schools, churches, almost the entire park system, the State Fairgrounds, a private college and other public and private facilities are located in the floodplain. 12,000 people out of Minot's total population of 35,000 are affected by floods and the threat of floods almost annually.

I am sure that you can imagine the severe disruption of the public

facilities that is caused by floods and flood fights. In addition to schools and parks, the City's main sanitary sewer trunk system and water transmission system are in the Souris River Valley. We've experienced an immense problem in delivery of pure water to the hillsides and prevention of contamination due to ruptured sewer lines in the valley area, during floods and flood fights.

My point is that I feel that the City of Minot has an unusual flood control problem that must be solved.

The Corps of Engineers has designed a flood control protection plan for the Souris River and has constructed a portion of that proposed system through river channel improvements in and adjacent to Minot. The construction that has taken place is of extreme value to us in fighting small floods. However, the flood that can and will occur can not be handled by the present system.

Over the years, many studies have been completed by the Corps and others; many alternatives have been considered; public hearings and other dialogue has taken place; but no viable solution, other than the Corps plan, has been proposed.

An example of the planning effort was the 1972 study by the Souris River Flood Control Planning Committee. This committee was appointed by Minot's mayor and consisted of representatives from upstream, from Minot and from downstream areas. The objective was to weigh alternatives and make recommendations which represented the interest of, and viewpoint of residents and communities along the river.

A great deal of compromise went into their final recommendations with each of the representatives of the various sections of the river willing to "each take their lumps" in order to offer the Corps a concensus on a meaningful course of action. Attached to this statement is a copy of the committee's recommendations. I would like you to note that many of them are incorporated in the

final plan of the Corps.

Minot's City Council has also considered all the options available to it. After considerable study, the council agreed that the Corps project is the best solution to flood control problems of the valley.

As I said at the beginning of this statement, the number one goal of the Minot Council is a flood control project that can be accomplished in the most expedient, least expensive, but best manner possible. We feel that the Corps project is that solution and we ask that you recommend a $2,000,000 appropriation for work on the project during fiscal '81.

Thank you very much for the opportunity to present this statement.

R. A. Schempp, City Manager
City of Minot, North Dakota

SOURIS RIVER FLOOD CONTROL PLANNING COMMITTEE POSITION PAPER

The Souris River Flood Control Planning Committee was organized early in 1972, made up of representatives from upstream area, from Minot and environs and from downstream areas. Its objective was to weigh various alternatives to deal with serious flood threats on the Souris River and make recommendations representing the interest of and viewpoints of residents and communiti all along the river.

"Generally, the committee confined its recommendations to courses of action within the prescribed limitations imposed upon the Corps of Engineers for such projects. But there are exceptions that committee members felt worthy of consideration in applying local solutions to local problems.

"A great deal of compromise went into the recommendations finally adopted with representatives of the various sections of the river willing to "each take our lumps" as one committeeman put it, in order to offer the Corps of Engineers a concensus on a meaningful course of action.

These are the top priorities that went into the decisions made: the protection of people, the least possible damage or disruption to property upstream or downstream and the preservation of the environment, plus its enhancement wherever possible.

"These are the positions taken on the project by the committee:

"1. Resolution of the flood problem through the basic general concepts of an upstream storage reservoir and increasing the channel capacities.

"2. Except for relatively uninhabited areas where damage would be minimal and cost too high, a 5,000 cubic feet per second channel should prevail from the site chosen for the upstream dam through velva with adequate freeboard.

"3. The upstream holding structure should be operated, without exception as a dry dam. Even in years of floods of 100-year frequency, the reservoir should be drained before March 15 of the year following.

"4. A channel improvement program, primarily clearing and snagging, should be undertaken by the corps from Logan downstream on the Souris River.

"5. A plan if favored which would involve utilizing the upstream flood control dam only in years when the river flow in Minot - Velva region reaches 5,000c.f.s. except when emergency conditions at downstream points require a reduction in flow. This plan involves a greater utilization of enlarged channel capacity in the big runoff years in order to limit the need for reservoir flood control storage to an average of three times in 100 years. This plan is conditional on a channel improvement plan which will adequately protect against serious internal drainage problems in communities below the control structure.

"6. The committee agrees upon a site for a dam above the confluence of the Souris and Des Lacs rivers as acceptable but leaves the final selection question open pending more detailed investigations by the Corps of Engineers of human, economic functional and environmental factors. The committee also feels on this point that the corps must be left in a flexible position to deal with the various agencies and pressures that must be delt with in flood control projects. The committee favors the least possible infringement on private property in selection of a site and urges every effort to utilize public lands where feasible.

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"7. The committee recommends a flood control plan which would provide for a flood of the magnitude that occurs once in 100 years. We feel economic and environmental factors would preclude planning for protection of floods greater than those which occur once in 150 years.

"8. Continuation of flood control zoning after the project is in operation is favored where risks remain.

"9. A tunnel of adequate capacity connecting the Des Lacs River and the Souris River and related works is favored. The plan would insure limiting the downstream flow on the Souris to 5,000 c.f.s. even when the Des Lacs River has a major flood.

"10. The committee asks full Corps of Engineers cooperation in a state and local program to provide diking, road raising and other protective measures for people living downstream where the channel will not handle 5,000 c.f.s. flow.

"11. An upstream land acquisition policy - to be reviewed by this committee which will provide adequate compensation to all who are displaced. This policy is to be broad enough to recognize all the difficult factors involved in relocation including location of new water sources, loss of feeding areas, loss of valley protection and adequate severance damage is urged in any and all cases where this would apply.

"12. Giving all possible options to landowners within the reservoir area.

"13. Replacing to the fullest extent possible any tax losses suffered by local government units in land acquisition for the dam and reservoir area.

"14. A diligent effort to build and operate the flood control dam and all river channel work in such a way as to minimize environmental losses and to offset these losses with an environmental enhancement program.

"15. That the flood control dam and river channel also be operated in such a way as to minimize economic losses.

"16. The committee favors releases from the flood control dam in the years in which it operates at a level not to exceed its inflow (or 500 c.f.s., whichever is greater) during the planting, growing and harvest season.

"17. That the Corps of Engineers continue to meet with this committee or some other properly constituted body to act as a liaison body, to make forcefully known the viewpoints of the people in the valley and to work to resolve problems that arise. This body would continue to be active in the planning, construction and operational phases of the flood control project."

ADOPTED THIS 30TH DAY OF NOVEMBER, 1972.

MEMBERS: Ralph Christensen - Minot Chairman *Stephen Ashley - Velva Earl Beck - Minot * Wally Beyer - Velva
Jack Boose - Minot Robert Brooks - Burlington Harold Brunner - Rural Minot
Robert Moe - Minot Walfrid Hankle - Minot Al Kramer - Minot Kyle Miller - Bantry Lloyd Nygard - Rural Minot
Clair Southman - Mohall

* Stephen Ashley replaced Wally Beyer

Mr. SCHEMPP. Minot I think has a rather unique and if not unique at least a special flood control problem. As the mayor said there are 12,000 people living in the flood plain, and they are all in the center of the city of Minot. The flood plain bisects the city, so when a flood happens, it basically creates two towns, a North Minot and a South Minot, with a very flat gradient on that flood plain so that the water takes a long time to pass out of the city. In fact in 1969 it took 40 days and 40 nights for the water to pass. We had a Biblical flood.

The city grew from the flood plain, because the settlers settled close to the river for shelter and for water supply, and it grew in concentric circles from that point, so that now you have about 4,000 houses, many, many churches, schools, the city's main water transmission system, the city's main sewer transmission system in the flood plain, so you can imagine the severe disruption that a flood causes. The Corps' flood control plan addresses this problem, as the mayor said it is a people-oriented plan, and we would like to urge your continued funding of that project. Thank you, Mr. Chairman.

Mr. BEVILL. Thank you.

Mr. ANDREWS. Mr. Chairman, our final witness is Mr. Orlin Backes, from the city of Minot.

STATEMENT OF ORLIN BACKES

Mr. BACKES. Mr. Chairman, members of the committee, I am Orlin Backes, president of 4-Dam Ltd, an organization of thousands of people that I speak for in need of flood protection in the Souris River Valley. There is no question that flood protection is needed in the Souris River Valley. As mayor Reiten mentioned, from 1969 through 1979 we had seven serious floods or threats of flooding. The opponents to this project, the slogan is flood control yes, Burlington Dam no. Certainly they recognize the need for flood protection. They have no alternative but the Burlington Dam.

The State Water Commission looked into it. Congressman Andrews has supported it. The Corps of Engineers looked into it. The most feasible project for the money spent. Last year in the legislative session there was a motion to have the matter studied by the IJC Commission. It was defeated because of the testimony of the Corps that this is a project that will take care of it, so there is no need, so there is no question we need flood protection, and there are no alternatives.

Why did I become interested in flood protection? Because of these years I see the realtors, I am an active lawyer in the city, and I see the realtors telling me about the people, the poor people and the other people trying to get out of the flood plain, sell their homes for 15 to 20 percent less than what a home would sell for on the hill. I hear doctors. I represent several doctors telling me about people who have nervous breakdowns because of the threat of flooding and their homes being covered with water. Even in our office during the time of flooding the people walking the dikes, there are serious economic effects upon all of these people, so certainly flood protection is needed, and we need to move along with it as fast as possible. Thank you.

Mr. ANDREWS. Thank you, Mr. Chairman. We appreciate your support in the past.

Mr. BEVILL. Thank you, Congressman Andrews. You always make a good presentation and those you present to us always do well. We appreciate it.

Mr. Backes' statement will appear in the record at this point.

[The statement follows:]

U.S. HOUSE OF REPRESENTATIVES

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
OF THE HOUSE APPROPRIATIONS COMMITTEE

March 28, 1980

Mr. Chairman and Members of the Committee:

My name is Orlin Backes, and I am a resident of Minot, North Dakota. I appear as a representative of thousands of citizens of the Souris River Valley in need of flood protection. I became interested in flood protection because realtors told me that people were selling their homes and moving to other areas due to flooding, doctors reported that people were having nervous breakdowns because of the strain from floods, and many were sustaining serious economic losses to their homes and businesses. There is no question that flood control is needed in the Souris River Valley because of the flooding and flood threats during the years 1969, 1970, 1974, 1975, 1976, and 1979.

We have worked hard locally and with the Corps of Engineers to find satisfactory solutions to the problems which occur with any flood control project. This approach has resulted in the authorized project causing the least impact to the residents in the upstream area and still providing meaningful flood protection.

We look upon the proposed Burlington Dam in somewhat the same way as we view the Minot Air Force Base. We feel it would be wonderful if neither were ever needed, but it is exceedingly reassuring to know that each is there just in case.

The Minot residents support the project as the most practical and viable solution to the problems faced with flooding in the Souris River Valley. The project has been studied, and its opponents offer no solutions, other than further study. We have been asked to wait for these proposals, but we do not have time. We need flood protection now. Congressional approval of funding for the final project design is of the utmost importance.

Orlin Backes
President, 4-Dam Ltd.

MID-AMERICAN SOLAR ENERGY COMPLEX

WITNESSES

HON. MARK ANDREWS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH DAKOTA
MASON SOMERVILE, MID-AMERICAN SOLAR ENERGY COMPLEX
VERNON J. HELLENBRAND, MID-AMERICAN SOLAR ENERGY COMPLEX

Mr. BEVILL. You have another group.

Mr. ANDREWS. We have Dr. Mason Somerville from Grand Forks. He is here as a North Dakota native not speaking particularly for a North Dakota project but he is showing that great talent that North Dakotans have. He was appointed by Governor Art Link to be on the board of directors of the Mid-American Solar Energy Complex, which is one of four regional solar energy centers, and he is bringing a colleague of his, Mr. Vernon J. Hellenbrand of Madison, Wisconsin here, and he has been appointed by the Governor of Wisconsin, so I think that by sharing the two great States of North Dakota and Wisconsin, I will let them make their own pitch to you, but I can tell you that they are both outstanding individuals.

Mr. BEVILL. You always present big guns here.

Mr. MYERS. I might add he is not a member of this subcommittee, but Congressman Andrews is a member of the full Appropriations Committee. He is unwavering in his interest on these North Dakota projects. When you leave, he doesn't.

Mr. ANDREWS. This one is a regional project.

Mr. BEVILL. Thank you, Congressman Andrews, for your very fine presentations. We will now hear from Dr. Somerville.

STATEMENT OF MASON SOMERVILLE

Dr. SOMERVILLE. Thank you, Mr. Bevill and members of the subcommittee. I am Mason H. Somerville of Grand Forks, North Dakota. I am making this testimony as a private citizen, who is deeply concerned with both the fiscal state of our Nation and fiscal priorities of our administration's and Department of Energy's fiscal year 1981 budget.

With me and sharing my concerns is Mr. Vernon J. Hellenbrand, who is vice-president of sales for Research Products, Inc., located in Madison, Wisconsin. Mr. Hellenbrand has some 20 years of experience in the development and marketing of products influencing energy. I have some 15 years of professional experience. We jointly have submitted a prepared statement to the committee. We would like to take an opportunity to highlight what we share as some major concerns, which we have become aware of because of our role in the Mid-American Solar Energy Complex, which is one of the four regional solar energy centers.

We are here to make you aware of our concern, which emanates not only from our position on the board of directors of the Mid-American Solar Energy Complex but also through our respective contacts

throughout the State which over the last 3 years has involved some 3,000 people from throughout the region.

Traditionally energy sources have been developed in our country through a process of exploratory research funded partially through our Federal Government, and I am sure your subcommittee along with several others has been involved in that. The results of Federally sponsored research have then been transferred to the private sector for the purpose of commercialization. We are seeing that take place now of course through several different mechanisms.

ENERGY RESOURCES

I think it important that the Congress understand that there are some fundamental differences between renewable energies, solar-energy-based sources, and nonrenewable energy sources. In particular there are some technical characteristics that make them different that have an impact upon the infrastructure of our country, and upon the infrastructure of the Federal agencies.

The characteristics that are important are that they have high energy storage densities in the nonrenewable area. Our nonrenewable resources can be easily and generally safely transported. Our nonrenewable resources are geographically concentrated as opposed to being uniformly distributed. The nonrenewable sources occur in their stored form in mature. In addition to that, the nonrenewable resources require a large unit capitalization which has been made by a company, and the end use depends upon energy that is delivered.

All of the characteristics of renewable energy resources are counter to those of the nonrenewable ones I have just listed. The infrastructure of the existing Federal agencies and our energy industries has been developed on the basis of the technical characteristics I have just cited. Because of these different characteristics between nonrenewable and renewable energy sources, the existing energy industry is not real suited to commercialized solar energy. It is this infrastructure that is making it difficult for us as a nation to respond to our present energy needs.

As a nation, we need to develop and implement a commercialization strategy that strongly encourages the development and use of our renewable energy resources. One commercialization approach that we as individuals and I believe the board of directors supports is that the Government should continue to sponsor solar research programs. They have done this through the Solar Energy Research Institute.

A second mechanism which is important, and which is currently being initiated, is one that is similar to the Agricultural Extension Service, and that is the Energy Extension Service. This in our opinion should be encouraged and developed and funded.

A third mechanism for transfering information and commercialization support that has the capability and flexibility to work through existing institutions and directly with the end users as well as producers of solar energy projects needs to be developed and supported. The four regional solar energy centers are one mechanism for doing this, and we encourage you to give us your suport.

At this time all three mechanisms for the commercialization of solar energy that I have cited exist. The Congress can provide the key to success by giving balanced support in all three areas. Funding for the second and third mechanisms has been neglected, and needs to receive additional support. It is our view that the funding priorities of the President are not consistent with his stated goal of 20-percent renewable energy by the year 2000.

The total authorized or projected authorized Federal funding for solar energy including tax credits is expected to be approximately $1.7 billion. This amounts to approximately three-tenths of a percent of our Federal budget.

The major issues as we see them are the commercialization of our solar and other renewable energy technologies and present a new and unique opportunity to the Congress. Several of our renewable technologies that are needed exist, and are ready for initial implementation. However, problems do exist with their implementation, and these can and should be addressed through both the new and the traditional mechanisms available to us. In particular we see the need for a new and additional approach in the commercialization area.

The four regional solar energy centers have been designed to develop our renewable energy resources, and have a distributed constituency throughout not only our region but throughout the country. These regional solar energy centers can, if encouraged to do so by Congress, help our country develop our renewable resources.

The Department of Energy has recognized the regional solar energy centers as a key component of their solar commercialization program, and we commend them for this. We believe it imperative that the Congress recognize the importance of the regional solar energy centers, in particular their grassroots structure, and their role in commercializing solar energy.

A second area of concern is that the funding priorities for solar commercialization should be based upon the impact or multiplier upon the production of future energy. At this time there appears to be only 8 percent of the Department of Energy's budget allocated to solar energy and to achieving our President's goal. We view this as inadequate, and we view a funding need or funding priority change as needed in this area.

A third major concern is the total fiscal year '81 budget of the Department of Energy. The projected budget calls for $12.6 billion. Of this total, approximately $7.3 billion will be devoted to energy, the balance to defense and strategic petroleum reserve moneys. What is needed is an investment that is consistent with both our President's goal for renewable energy and our overall energy needs by the year 2000.

Energy is the basis for our life. It is the basis for our food, transportation, heat, light, and economy. Cutting our energy budget at this time is to rob from our children and their children the quality of our energy future. As we enter the decade of decision, we must be disciplined enough to make a realistic investment in both our near-term national security through energy independence, and in our society's

long-term energy diversification. When viewed in this light, a 1.2-percent investment of our Federal budget in energy is grossly inadequate. We call upon the Congress to demonstrate the leadership and courage needed to reorder our priorities to reflect the important and basic role of energy in our society. This reordering of priorities should be done without increasing the Federal budget.

Mr. Chairman, Mr. Hellenbrand and I would like to thank you and your committee for the opportunity to testify on the fiscal year '81 budget. We wish you Godspeed in your deliberations.

[The statement follows:]

Statement of

MASON H. SOMERVILLE

Director, Engineering Experiment Station
and
Associate Professor, Mechanical Engineering
Univeristy of North Dakota
Grand Forks, ND 58202

and

VERNON J. HELLENBRAND

Vice President, Research Products Corporation
Madison, WI 53701

FOR HEARINGS

of the

ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE
ON APPROPRIATIONS

March 31, 1980

Mr. Chairman and Members of the Subcommittee:

I am Mason H. Somerville of Grand Forks, North Dakota, and, as a citizen, am deeply concerned with the fiscal state of our nation and the fiscal priorities of the administration's and Department of Energy's (DOE) FY '81 budget.

Currently, I am the Director of the Engineering Experiment Station and an Associate Professor of Mechanical Engineering at the University of North Dakota, Grand Forks, North Dakota. My professional qualifications include three earned degrees in Mechanical Engineering, over fifteen years of professional experience in the energy and energy-related fields, experience as an advisor to the North Dakota state energy office, and the founding of a private citizens' group furthering energy conservation and the use of our renewable energy sources.

With me and sharing my concerns as a citizen is Mr. Vernon J. Hellenbrand of Madison, Wisconsin. Mr. Hellenbrand is currently Vice-President of Sales for Research Products Inc., Madison, Wisconsin. Mr. Hellenbrand has spent over twenty years in the development and marketing of products influencing the energy use patterns of commercial and residential buildings and industrial processes. He brings the special expertise of the marketplace and business community to these hearings.

Mr. Hellenbrand and I were nominated by the Governors of our respective states to serve and were elected to the Board of Directors of the Mid-American Solar Energy Complex (MASEC) which is one of the four Regional Solar Energy Centers (RSECS).

Traditionally, energy sources have been developed in our country through a process of exploratory research funded partially through the Federal Government. The results of Federally sponsored research have then been transferred to the private sector where the process of commercialization has been carried out allowing our conventional energy resources to become available for our use.

An example of this process can be found in the defense-related nuclear exploratory research which later grew into broader areas of nuclear research and development and subsequently was transferred to the private sector. Business and industry, in turn, commercialized the use of nuclear energy and made it available for use throughout our country. We have chosen to use nuclear energy as an example of the traditional commercialization process only because it is the most recently developed conventional energy source. Similar examples of this process can also be seen in the coal and oil industries.

In general, the non-renewable energy sources commercialized in this way have five similar and important characteristics:

* They have high stored energy densities (amount of energy per unit mass or volume) relative to non-renewable resources.

* They can be easily and safely transported.

* They are geographically concentrated as opposed to being uniformly distributed.

* They occur in nature in their stored form.

* They require a large unit capitalization with the end user paying an energy delivery.

The infrastructure of the existing Federal agencies and energy industries have been developed on the basis of the above five characteristics. It is this infrastructure that is making it difficult for us to respond to our energy transition problems.

Solar and renewable forms of energy have an entirely different set of characteristics:

* They have low energy density.

* They tend to be highly decentralized.

* Usually, although not always, they do not occur in a natural storage form.

* They require investment by the end user with subsequent long term "free" delivery.

Because of the different characteristics between traditional energy sources and solar energy, the existing energy industry is not well suited to commercialize solar energy. Similarly, the traditional roles played by the Federal Government in the commercialization process will require some modification if they are to effectively support development of our renewable energy resources.

As a nation, we need to develop and implement a commercialization strategy that strongly encourages the development and use of our renewable energy resources. One commercialization approach that would support solar and renewable energy development is:

1. Government sponsored exploratory solar Research, Design and Development projects to provide the information to the private sector to encourage early advances in product development. This is and should remain part of the DOE's programs. Congress and DOE have established the Solar Energy Research Institute to strengthen this mechanism.

2. A mechanism similar to that provided by the agricultural extension service and experiment stations to meet the needs of small businesses who individually do not have the resources to take advantage of the RD&D data and to do original product development. The Energy Extension Service (EES) which appears to be an appropriate first step toward providing needed leadership in this area should be developed.

3. A mechanism for transferring information and commercialization support that has the capability and flexibility to work through existing institution and systems and interact directly with end users as well as producers of solar energy products. This mechanism is particularly important because of the distributed nature of solar energy and the short time period available to reduce our dependence on nonrenewable and foreign sources of energy. Both Congress and the DOE have initiated this mechanism through the establishment of the four Regional Solar Energy Centers.

At this time all three mechanisms for commercialization of solar energy are in place. Congress can provide the key to success by giving balanced support to all three areas. Funding for the second and third mechanisms has been neglected and needs to receive additional support.

Our major concern is the appropriateness of the FY'81 funding of the solar and solar commercialization programs within DOE's budget. We strongly support the President's goal of providing 20% of our nation's energy through the use of renewable solar resources by the year 2000. We also recognize and support the need to control inflation through appropriate reductions of the Federal budget. We view the investment in the development of our renewable resources as the best hedge against inflation both in the near and long term. It is our view that the funding priorities of the President are not consistent with his stated goal of a 20% renewable energy base by the year 2000. More specifically, the direct support of programs reflected in the FY'81 budget strongly support funding of conventional energy programs (approximately 92%). The expected authorized budget for the DOE is summarized in Table 1. Approximately 980 million dollars is expected to be authorized for solar and energy systems within DOE's FY'81 budget. In addition to DOE's programs, 436 million dollars for solar programs elsewhere in the Federal budget is expected to be authorized as well as a budget of 355 million dollars in the form of solar tax credits. Consequently, the total authorized Federal funding for solar, including tax credits, is expected to be approximately 1.7 billion dollars. When compared to the total Federal budget of 602 billion dollars (after a 14 billion dollar reduction), the 1.7 billion dollar for solar and related energy systems amounts to 0.3% of the Federal budget.

The major issues as we see them are:

1. The commercialization of our solar and other renewable energy technologies presents new and unique problems and opportunities to the Congress. Several of the renewable technologies required exist, and are ready for initial implementation. However, problems do exist, but these can and should be addressed using both new and traditional mechanisms and models available to us through our government. The contractor serving a Federal agency and the agricultural extension service are typical of the traditional models we have used for many years and are currently serving society well.

   We see a need for a new and additional approach in the commercialization of our renewable resources. The low energy density and distributed nature of these resources require that all of us participate at some level in the development of them. Consequently, a model designed to develop these resources must have a broad and distributed constituency. The four Regional Solar Energy Centers have such a structure, allowing them to have continuing contact and participation from we the people. Thus, they can if encouraged to do so, help our country develop our renewable resources.

The DOE has recognized the RSECS as a key component of their solar commercialization program, and we commend them for this. We believe it imperative that the Congress recognize the importance of the RSECS, their "grassroot's" structure, and their role in commercializing solar energy.

2. Although, the programs as proposed under the overall DOE FY'81 budget are reasonable, there remains a question of relative priorities in funding. In our view, the funding priorities should be based in part upon the impact (or multiplier) upon the production of future energy. At this time there appears to be less than 8% of the DOE budget effort going into renewable energy programs. When viewing the importance of our President's goal of 20% renewable energy by the year 2000, one concludes that we should raise our support for solar energy through commercialization, marketing support and educational programs. Increasing slightly, the DOE solar applications budget will increase substantially the number of BTU's of nonrenewable energy displaced with renewable energy.

The expected authorization calls for 980 million dollars or a cost of $3.92 per capita. This, if appropriated and expended, corresponds to the amount most firms would consider spending on a per capita basis, for advertising to introduce a new product. One of the major needs of our Country is for expanded energy education and renewable energy commercialization. Even if the entire DOE solar budget were allocated totally to this type of activity, the funding level ($3.92 per capita) would be marginal. Since solar commercialization activities account for only 183 million dollars of the 980 million dollars authorized, it is obvious that the funding level is inadequate if significant market penetration is to be attained with subsequent fossil fuel displacement.

3. A total FY'81 budget of 12.6 billion dollars for energy is, at best marginal, and should not be viewed as a major source for budget cuts. The total authorization for DOE's energy programs is only 6.8 billion dollars (exclusive of Defense and Strategic Petroleum Reserve monies) and is approximately 7.3 billion dollars for the entire Federal government. This is a paltry investment when viewed as a percentage of the Federal budget (1.2%). What is needed is an investment that is consistent with both the President's goal of 20% renewable energy and our overall energy needs by 2000.

In the year 2000, we will have to produce approximately 25 to 30 quads of renewable energy to attain the President's goal. The capital investment required to attain such a goal can be crudely but conservatively estimated by assuming that all solar and renewable energy equipment can be built at a

cost of 1500 $/KW for both thermal and electrical facilities. If such an investment were made today, (assuming that it could be), the required capital investement would be between 1257 and 1510[1] billion dollars. (Our current GNP is approximately $2300 billion). If the present federal solar budget of approximately 1.7 billion dollars were increased at a rate of 10% per year (on a constant dollar basis), over the next twenty years, the total federal investment would be approximately 97 billion dollars or only six percent of the minimum investment that is likely to be required. It thus becomes clear that the present budgetary priorities need to be reexamined if our 20% renewable energy goal is to be attained, through accelerated commercialization.

Energy is the basis for our life. It is the basis for our food, transportation, heat, light, and economy. Cutting the energy budget at this time is to rob from our children and their children the quality of their energy future. As we enter the decade of decision, we must be disciplined enough to make a realistic investment in both our near term national security through energy independence and in our society's long term energy diversification and supply. When viewed in this light, a 1.2% investment of our Federal budget is grossly inadequate. We call upon the Congress to demonstrate the leadership and courage required to reorder our priorities to reflect the importance and basic role of energy in our society. This reordering of priorities should be done without increasing the Federal budget.

Mr. Chairman, Mr. Hellenbrand and I thank you and your committee for the opportunity to testify on the FY'81 budget. We wish you Godspeed in your deliberations and would be most happy to provide your committee detailed information concerning the needs of solar commercialization in the Mid-America region of our country.

Respectfully submitted,

Mason H. Somerville

Vernon J. Hellenbrand

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(1) $$\text{Cost} = \frac{25 \times 10^{15} \text{ BTU}}{\frac{1 \text{ kw}}{\$1500} \times \frac{8736 \text{ Hrs}}{\text{Year}} \times 3413 \frac{\text{BTU}}{\text{KwHr}}} = \$1257 \times 10^{9}$$

APPENDIX A

TABLE 1: DOE BUDGET AUTHORITY

R & D, AND APPLICATIONS	% Change From 1980	FY 81 Millions	%
Non Renewable			
Fossil	29.9	1,165	
Magnet Fusion	13.5	404	
Nuclear Fission	(22)	925	
Environment	11	261	
		2,755	21.9
Renewable			
Solar & Others	12.6	868	
Energy Systems	7.7	112	
		980	7.8
Miscellaneous			
General purpose facilities	N.A.	60	
Supporting Research	12.9	297	
		357	2.8
DEFENSE		3,400	27.1
STRATEGIC PETROLEUM RESERVE		2,400	19.1
CONSERVATION		1,067	9.5
DIRECT ENERGY PRODUCTION		1,377	11.0
OTHER		383	0.80
		12,654	100.00

SOLAR ENERGY GOALS

Mr. BEVILL. Thank you very much. Your program is certainly a very important one. This committee has broken all records on appropriations for solar energy. As a matter of fact in the 1980 appropriation bill I believe there is over $620,000,000, which is substantially more than the previous year. Of course solar energy is popular because it is apparently clean and benign. The only problem is getting enough of it, is it not?

Dr. SOMERVILLE. We have enough solar energy. The question is capitalizing on it.

Mr. BEVILL. The President has discussed 20 percent as the goal for solar energy but he included wood burning, hydroelectric dams and other sources. If you actually confine it to direct solar, wouldn't a better estimate be 10 percent by the year 2000?

Dr. SOMERVILLE. Can I make a couple of comments on your question?

Mr. BEVILL. Yes.

Dr. SOMERVILLE. Our concern from the ground up, that is to say I view myself as a citizen, and rarely do this sort of thing, in fact this is my first opportunity to do so, to testify, as a technical person I view the distinction as being renewable versus nonrenewable, and in fact I view wood as a solar resource for the simple reason that that is where the energy comes from, and it is renewable. In fact, the vast majority of our conventional sources are solar sources as well. It is just a question of when you collect the energy and how it is stored. They are nonrenewable in the sense that finite resources exist.

As a result I view the true key is renewable energy. The wind and direct thermal collection, direct generation of electricity through photovoltaic means or through concentrated solar power plants are all renewable resources. The question of course is how do we make a rational transition between our current entirely nonrewable energy base, or for all practical purposes nonrenewable energy base, to a renewable energy base that is consistent with the available resources and the needs of society.

In our view there are many handicaps in trying to do that. One of them, one of the most important, is the traditional mechanisms with which we have developed energy in the country are not well suited to going after the renewable energy problem. We have experienced I think significant handicaps and significant friction in trying to find a mechanism for developing renewable energy resources. The technology is there. The problem is the political setting and the economic setting is generally the weak point.

Mr. BEVILL. Mr. Burgener.

Mr. BURGENER. Thank you.

Professor Somerville, you are making a case for the broad array of renewable energy sources, and not confining it to present day, conventional uses of solar that we have now, such as space heating and hot water application. This is the broader-based?

Dr. SOMERVILLE. Personally I would advocate that, because from my perspective, energy diversification not only in the nonrenewable area but in the renewable area is a key component to our success in the future.

Mr. BURGENER. You do include, I take it, hydroelectric power?

Dr. SOMERVILLE. Yes, sir.

Mr. BURGENER. We do, too, and we think it is very important. However, unfortunately many of the advocates, and certainly not you, but many of the advocates of solar power do not want us to build dams. That is a fact of life. I disagree with them, and I think they are wrong, but they do not want us to do that, for other reasons. I take it you are not among those.

Dr. SOMERVILLE. That is correct. I am not among those. That is to say I think you have to look at a particular project.

Mr. BURGENER. Of course.

Dr. SOMERVILLE. As to its impact, but I certainly would not take the position that you should not build hydroelectric facilities, either low-head or high-head.

Mr. BURGENER. We have some, I call them extremists, who do not want us to fill dams that are already built. I hope you do not number yourself among those.

Dr. SOMERVILLE. No, I do not.

Mr. BURGENER. Do you consider fusion a renewable resource?

Dr. SOMERVILLE. Do I?

Mr. BURGENER. Yes.

Dr. SOMERVILLE. Well, no, not in the strict sense, it is not, but in terms of resource availability from a practical point of view it is at the present time.

Mr MYERS. Almost unlimited?

Dr. SOMERVILLE. Yes.

Mr. BURGENER. If it works and we hope and pray that it does, it would certainly approach unlimited availability. Do you have a comment?

Mr. HELLENBRAND. I was just going to comment that many of the grassroots would support hydro, that you are talking about, and I personally believe we need all available sources to correct our critical difficulty I agree that not all of the citizenry agrees with that. There are many anti in certain things that are supportive of solar, but as a businessman I think we need to move rapidly to come up with a national plan that will allow us to utilize all of the sources available, all of the resources available to us.

PRIVATE VERSUS PUBLIC DEVELOPMENT

Mr. BURGENER. Do you believe that the bulk of the development in solar power in the broader sense will be developed through the private sector or through government?

Dr. SOMERVILLE. Private sector.

Mr. BURGENER. Private sector?

Dr. SOMERVILLE. You bet.

Mr. BURGENER. But you still feel that there is a role of stimulation or research and development that government has to play.

Dr. SOMERVILLE. I do; yes. I feel the Government's major role has to be in two areas. One of them is in subsidy through the tax credit route, which of course is being done, and the other one is education. To convince yourself of the educational need all you need to do is to ask some of your constituents to define energy for you, and yet you will I think discover that very few can, and the energy has been probably one of the most discussed and public issues that we have experienced in the last few years. You can pick up any newspaper

randomly and the word "energy" will occur several hundreds of times throughout that newspaper. Yet the public does not understand what energy is. They do not understand the role of it in our society. They do not understand the need or the differences between renewable and nonrenewable resources. In short, there is a fantastic educational need across the board from kindergarten through the Congress through the general public, through technicians and technologists.

Mr. MYERS. Don't run it through Congress. We do not have that kind of time.

Mr. BURGENER. I appreciate your testimony very much. The Congress is very supportive of solar, even though perhaps many of us do not really understand it. We are anxious to move forward but we need some leadership from the administration and the private sector to make sure that we apply these moneys in the most productive areas.

We appreciate your time here.

Mr. BEVILL. Thank you very much for a very fine presentation.

Mr. MYERS. The country does not have the time to wait for it to run through Congress. We have got the time but the country does not have the time to wait.

Dr. SOMERVILLE. Thank you very much.

UPPER DUCK RIVER (COLUMBIA) DAM, TENN.

WITNESSES

HON. ROBIN BEARD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TENNESSEE
HON. ALBERT GORE, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TENNESSEE
LON. P. MACFARLAND, ATTORNEY, UPPER DUCK RIVER DEVELOPMENT AUTHORITY
CLAYBOURNE ROSS, EXECUTIVE SECRETARY
JUDGE TAYLOR RAYBURN

Mr. BEVILL. I notice my good friend, Congressman Beard, is with us.

Congressman Beard, if you will come to the table we will recognize you and you can proceed.

STATEMENT OF CONGRESSMAN BEARD OF TENNESSEE

Mr. BEARD. If I may, Mr. Chairman, ask Mr. Wilkins and Mr. MacFarland, who have been very actively involved in this, and who have appeared before——

Mr. BEVILL. We are pleased to have each of you back with us.

Congressman Beard, you just proceed as you wish.

Mr. BEARD. This is Mr. Claybourne Ross on my left, who is Executive Director of the Duck River Project, and who has been in support of the project from the very beginning. Lon MacFarland has been the project attorney and has been, as a local citizen, very active in this.

Mr. Chairman, let me just say once again how much I appreciate this committee's total willingness to listen to our concerns. I have a statement and if I may at this time, I would ask unanimous consent that the statement be put into the record at this point.

Mr. BEVILL. Your statement will be made a part of the record.

[The statement follows:]

Testimony of the Honorable Robin Beard

HOUSE APPROPRIATIONS SUBCOMMITTEE ON PUBLIC WORKS

Columbia Dam Project

March 31, 1980

Mr. Chairman, I appreciate the support that this subcommittee has evidenced for construction of the Columbia Dam since planning began in 1968. Once again, I would urge you to continue funding this project at a level that will insure the completion of this vital water project on schedule.

The problems that the Congress designed this project to correct more than a decade ago still exist. This dam continues to be a much-needed component of the flood control plan for the Duck River area. Floods continue to destroy millions of dollars of property and take lives along the river.

In fact, only ten days ago, after two days of rain, the Duck River crested above flood level once again, as it does almost every spring.

What is becoming an even more critical problem though, is the assurance of an adequate clean water supply that the Columbia Dam will provide. An adequate water supply is absolutely essential to the quality of life and economic development in this area.

The local health department has declared the entire rural water system in Maury County Tennessee to be polluted. The healthy, environmentally safe water supply that will be provided by the Columbia Dam is needed for the grid system supplying water for a variety of purposes.

Without adequate water resources to attract new business and industry, our greatest resource of all -- our young people -- will continue their exodus from this area in search of jobs elsewhere, placing an even greater burden on the already strained resources of our nation's urban areas.

Once again, Mr. Chairman, I cannot put enough emphasis on the total commitment to the completion of this dam by the people living in this area. When the Columbia Dam was authorized by Congress several years ago, some 200 people left their homes for the public good. These people can never return to their homes, many of which had been in their families for generations. To force people out of their homes with the false promise of improving the quality of life in the community is a clear breach of faith by the government.

STATEMENT SUMMARY

Mr. BEARD. I must express my frustration as I know the Chairman and your fellow Members of the commitee have felt, that we are still having to—for public consumption or whatever it may be—justify this project. It is 40 percent complete, millions of dollars having been spent.

Every environmental requirement, and every check and balance in the legislative process has been met. I really think the people who should be up here are the ones who have delayed this project so long. When this project started out initially, the cost was $58 million. Then it was $79 million. Now, as a result of all the delays and the court cases, we are now talking about a much greater price for this project, due to inflation.

The needs for this project are still there. They have never changed—The need for flood control, the need for protection of life, the need for a potable water supply system. The quantity is not there for future growth. The need to correct these problems is still there.

I understand all the attacks that many of us have undergone, the attacks that the committee has undergone, and I just think today I would just like to say thank you for your staying with us and your continuing to help us fight this battle for a project that has been discussed as being worthwhile.

I would like to also say the County Judge, Judge Taylor Rayburn, has joined us, who has been very active in this project.

Mr. Chairman, that is all I have to say.

Mr. BEVILL. All right, sir. Thank you.

We have our good friend and colleague, Congressman Gore, who has just joined us. I know you have many important responsibilities so I am going to recognize you at this time.

STATEMENT OF CONGRESSMAN GORE OF TENNESSEE

Mr. GORE. Thank you very much, Mr. Chairman.

I have spoken to you personally and the other Members of this subcommittee on several occasions about this project.

You are very familiar with it because of your involvement with it over the years.

My predecessor, former Chairman Joe Evins, had a great deal to do with it——

Mr. BEVILL. He is not going to be here today, I understand.

Mr. MACFARLAND. I bring greetings from him, Congressman.

They are dedicating a building to his father and he asked that I bring greetings to the committee.

Mr. BEVILL. Tell him we are sorry he couldn't appear.

We always look forward to seeing Joe. Excuse me for the interruption.

Mr. GORE. That is fine. That is an important addition to the record.

Partly for that reason I feel a personal interest in this project. I want to see it completed as I know that you and the majority of this subcommittee want to see it completed.

We have over the years detailed the benefits of this project. They fall roughly into three areas: The impoundment of water for an adequate supply in the future, flood control and recreation benefits.

It is interesting to note that those who chart these problems associated with water are now forecasting water shortages in many parts of the United States within two or three decades, and only by planning for the future can we ensure that that future is as we would like to see it, with adequate room for growth, industrial development, new jobs. Impoundment of water in this area will ensure that future.

Secondly, the flood control benefits are well known. You cannot put a dollar value on lives saved and many lives have been lost over the years due to flooding in this area. Of course, the recreational benefits are also an important consideration.

In many areas of the country where projects are proposed, Mr. Chairman, you find some substantial opposition. That is not the case here. The vast majority of the people in this area are strongly in support of this project. Indeed, they are backing up their support not only with words but with dollars.

As you know, there is a very large contribution promised by the people in the area, some of which has already been made, and this is a more tangible manifestation of support than is often the case, so this project has a great deal going for it. It is well under way. The concrete rather is there, and you can walk across this dam and see the flood gates and the project well under way, and with the continued support and foresight of you and the Members of this subcommittee, we will see this project completed.

I want to thank you for that support and thank each Member of the subcommittee for the supoprt that you have given over the years.

Mr. BEVILL. Thank you. Certainly, this subcommittee will work with you and Congressman Beard. As you know, we are very anxious to be of assistance to you.

Mr. MacFarland?

STATEMENT OF LON MACFARLAND

Mr. MACFARLAND. Mr. Chairman and gentlemen of the committee, my name is Lon MacFarland. I am the unpaid attorney for this development.

Mr. BEVILL. That is the kind of cases I used to handle.

Mr. MACFARLAND. I think you will remember that last year we brought 382 people. They wanted to come back and asked me to express their wishes. A number of people have come.

As Congressman Gore and Congressman Beard have said, this has almost unanimous local support and it has had since the beginning. It's a people project. One dam is completed, and the Columbia Dam is about 35 percent complete.

Two of the gates are in the dam and another is being put in now.

I think the committee will remember that this project was authorized in 1969 and the committee has funded it since that time and that OMB requested that local contributions be made for the local water supply, $16,200,000.

Since 1971 the people of that area have been paying into a fund which now equates to $2.2 million and will go to $16.2 million.

I think that shows the local support. The people for whom I speak, Mr. Chairman and Members of the committee, live in the community. They know the environment as it is now and as it will be. They know that the project is environmentally sound and that it will improve

flood control. It will improve water supply. It will improve water quality. It will improve recreation.

NEW ENVIRONMENTAL LAWS

Since this project has been started, a number of environmental laws, including the Federal Water Pollution Control Act, and Endangered Species Act and others have been passed.

Those serve a good purpose, but some environmental groups that live not in the area but outside the areas have taken advantage of those regulations and have delayed this project.

We find ourselves where some environmental organizations will call up some minor official and the Department of Interior and the EPA say this is not a good project and the first thing we know there will be another restriction put on. Just as it appears that the hurdle is met another one will be raised.

In 1977 the Corps of Engineers permit was applied for. TVA did not previously consider that that was necessary. That permit has been heard and it is now pending. There has been a problem.

The Department of Interior put 7 species of mussels on an endangered list. It developed that 5 of those had not been in the area in over 40 years.

It also developed that the ones that are listed as endangered are there only because they are below a dam. Also that these are in other streams.

In addition to the local support, every TVA Director has and does now support this project. There have been numerous consultations with the Department of Interior, with EPA, and others. The Tennessee Department of Water Quality has certified the water quality of this project.

Despite these delays there was a meeting between TVA and Interior people on Friday. It now appears that the TVA conservation program is satisfactory, I understand, to Interior, and that there is to be an exchange in letters between those two.

Another example is we have a letter from a regional EPA Director in February saying that the water quality is satisfactory. That regional director changed and another one comes in and she says although the project meets the regulations that she has to look again at the water quality, things that she thinks should be the regulations.

These hindrances and what we say is an unreasonable attempt to delay this project we think should be brought to your attention. We think we have them solved and we are working hard and TVA is working hard to solve them.

This project we know is an environmentally sound project, and I think this committee knows it. It was not this committee's intention, nor was it the intention I believe of course that projects such as this or other projects should be harassed and delayed and I say, Mr. Chairman and Members of the committee, that these people who are using unnecessary unreasonable tactics to delay this project bear a heavy responsibility for the increased cost that these projects will have to bear, and I don't believe that it's the intent of Congress or that you ever intended in an inflationary time such as this that this happen, but it is happening, and the committee probably already knows, but we felt it our duty to advise you.

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As a result of these actions, only about $4 million of the appropriation that this committee recommended and approved last year of the $21 million has been approved, and there is $17 million delayed or deferred that we have been assured will be released when these obstacles are out of the way, and we think they will be out of the way soon.

I think these people want this area to be their wilderness. They live in a lot of different places and we object to being their wilderness.

We think we know more about the situation. We know we do.

Mr. BEVILL. They want the whole country to be their wilderness.

Mr. MACFARLAND. They want the whole country to be their wilderness.

Mr. BEVILL. We had them in here the other day. This was the head of the Fish and Wildlife Service. They had never been here before. I remember telling them I thought they would bring butterfly nets. But these ladies' projects were being held up so they wanted to talk to them. It seemed to be a productive hearing.

Mr. MACFARLAND. I had a meeting with the Assistant Secretary Herbst and I reminded him when he was confirmed that he was almost blasted because he had tried to keep wolves from killing sheep in Minnesota.

I found him very sympathetic. These harassments are unnecessary. They are unreasonable, and it leaves the public with a feeling that there is a maze, and I hope less maze of government regulations, and somehow there should be, unless every project is going to suffer great inflation and cost a tremendous amount of money.

Mr. Chairman, we realize the budget constraints that this committee and others are under. We have talked to TVA and TVA says it has the capability, if these things are met, to spend the $17 million. It has the capability I think as Chairman Freeman has said of $20 million next year.

We hope that the project will be funded. We think it will be. There have been numerous commitments. The City of Columbia has made substantial commitments. Landowners have made commitments. A lot of them have agreed to sell their land. I am not saying that every landowner is satisfied with the price, but there have been no real objections from landowners, and if there were you would certainly know about it.

They have been willing to sell their land, but they and the other parts of the public are left kind of hanging in the air, because of these unnecessary and unreasonable delays.

We appreciate what you have done and we especially request that whatever reasonable amount that this committee sees fit, that it be funded and the project continued.

It is a worthwhile one. Not only will it aid flood control in the Duck River, it will aid flood control in the Tennessee and Mississippi. I mean it will make a contribution there.

Thank you very much for this opportunity.

Mr. BEVILL. As you know, the problem in the Duck River Project has not been funding.

Mr. MACFARLAND. No, sir.

Mr. BEVILL. We have supported your delegation on this project. As a matter of fact, I still tell my constituents down in Alabama about

the $2 million in the appropriations bill a few years ago to move the small darter from the little Tennessee River over to the Hiawassee. I am ashamed we had to spend all that money. Of course, there are more snail darters now than they know what to do with.

Mr. MacFarland. I understand they are doing well.

Mr. Chairman, that snail darter is one of 50 sub-species.

Mr. Myers. The expert didn't know which was which, did he?

Mr. MacFarland. The mussel situation is almost ludicrous. In the Duck River the Asiatic clam as anybody on the Duck River will say has already pretty well destroyed the mussels there.

These people that are using that don't care about the mussels. They have no concern about those mussels, and for the listing of mussels that haven't been there in 40 years, and list those that are there only because of a dam and list those that are in other places is just an unreasonable harassment that somehow must be stopped.

Mr. Myers. They must take pride in being able to say they are activists, I guess. They are activist objectors.

Mr. MacFarland. They are activists and a lot of them——

I was asked recently are they sincere? Sure, they are sincere but they are wrong and they are costing us a tremendous amount of money in this inflationary time, and they must not be allowed to prevail.

Mr. Myers. The same people pop up all over the country.

Mr. MacFarland. They pop up at nuclear hearings. They pop up at I think there was an anti-dam hearing maybe Saturday. They are unreasonable. I have lectured around the country on environmental programs with them. They told me they were going to concentrate on their works in the big cities and leave projects like this alone.

Mr. Myers. I see some eyebrows lifted in the back of the room. They will be following you.

Mr. MacFarland. I will be glad to have them follow me.

Mr. Myers. You will never get the honor I got from them.

I got put on the Dirty Dozen.

Mr. MacFarland. If you are on the Dirty Dozen, Mr. Myers, I must be a little higher up than that.

Mr. Myers. It's a high honor. I heard from people all over the country I never knew existed before who offered to help me. It's a high honor.

Mr. MacFarland. We get a letter and they are environmental organizations around the country, and the first thing you know letters come from anybody miles away that never have heard of the Duck River and know nothing about it.

Mr. Myers. Our country is in the sad shape it is today because we have listened to the wrong people. We let those people run it. Our country wouldn't be in the shape it is today if we didn't have people like that.

Had George Washington been of that caliber and our other leaders of the past, we would be asking for assistance from other countries. We would need it. Of course, we would be under some kind of foreign domination by now. We are already, considering the oil situation.

Mr. MacFarland. They puzzle me.

Mr. Myers. They don't puzzle me; they disgust me.

Mr. MacFarland. They puzzle me. They would rather have us go fight for oil in the Middle East than let energy be produced here.

Mr. Myers. Where are they now when we need this energy?

You don't hear a peep out of them. They don't take the blame for it. They won't take the responsibility.

Mr. MACFARLAND. That is right. They have no solution.

Mr. MYERS. That is correct. They don't have. They are professionai objectors.

Mr. MACFARLAND. This is an absurd situation. If it continues it will bankrupt the country.

Mr. BEVILL. You know the endangered species laws have been very reasonable but they have been abused. People are just against projects. They are against everything, and they want to use these laws to that end. I think the snail darter is the landmark case and, fortunately, that one has been resolved. I am sure yours will be resolved.

It's just a matter of when. We are certainly glad to have you. We always look forward to you good people coming here and hearing from you. Your names will all be put in the record to show that you are here in support of this project.

[The list of names follows:]

CITIZENS ATTENDING HOUSE AND SENATE APPROPRIATION HEARINGS REGARDING COLUMBIA DAM, MARCH 31, 1980

Judge Taylor Rayburn, Sr., Maury County Judge.
Mrs. Taylor Rayburn, Sr.
Taylor Rayburn, Jr.
Mayor J. A. Morgan, City of Columbia.
Judge Carlton Norris, Marshall County Judge.
Mayor J. A. Biggs, City of Lewisburg.
Mr. Lon MacFarland, UDRDA, Attorney.
Mr. Claybourne Ross, Executive Director, UDRDA.
Mr. Phil Woodruff, Columbia Power System.
Mr. Jimmy Couch, Maury County Commissioner.
Mr. Larry Hanson, Maury County Commissioner.
Mr. Gilbert Steele, Maury County Commissioner.
Mr. Ed Chumley, Maury County Commissioner.
Mr. J. B. Napier, Maury County Commissioner.
Mr. Harold Barker, Maury County Commissioner.
Mr. Jimmy Jones, Maury County Commissioner.
Mrs. Nell Wright, Maury County Commissioner.
Mrs. J. B. Napier.
Mr. Glenn Prosser.
Mrs. Betty Wrenn.
Mr. Bill Rogers.
Mr. Jimmy McGee.
Mr. Marshall Ledbetter.
Mrs. Barbara Butler.
Mr. Sam Kennedy.
Miss Jan Eve Rayburn.
Mr. Don Ike.
Mr. Jim Cathey.
Mr. Wayne Garner.
Mr. Horace Roberts.
Mr. Ralph Maddux.
Mr. Billy Reed.
Mrs. Ann Reed.
Mr. Lyn Stinson.
Mr. Mike Baggett.
Mr. Gerald Martin.
Mr. Wayne Chappell.
Mr. Ernest Allen.
Mr. Fred Greer.
Mrs. Fred Greer.
Mrs. Geneva McKee Stone.
Mr. Leonard Blackwell.
Mrs. Betty Dixon.

Mr. BEVILL. We are always pleased to have you, Mr. Ross.

Judge, I don't think we have ever left without hearing from you. Can you make it in one sentence?

Mr. ROSS. One sentence, sir.

Your good friend Joe Evins told me to convey his greetings. He wanted to be here today, to you, Mr. Myers, and all the rest of you. He said this is his love, his first love. I want to thank you, of course.

Mr. MYERS. The fishing must be awfully good or he would be here.

Mr. ROSS. The fishing is good. I am going to invite you as the Judge of the County to come down when we dedicate this dam. You folks are going to be there, and we are going to have a ham supper and I would send you a ham now if I could send you a ham.

This is my speech.

Mr. BEVILL. A Tennessee ham?

Mr. ROSS. A Tennessee country ham.

Mr. BEVILL. Tell Joe we missed him and we are sorry he couldn't come. We had already heard he was not going to be able to make it.

Mr. MYERS. Give him our best wishes.

Mr. MACFARLAND. Thank you very much.

Mr. ROSS. Thank you.

[The statement follows:]

STATEMENT OF LON P. MACFARLAND ON BEHALF OF THE UPPER DUCK RIVER DEVELOPMENT ASSOCIATION, THE UPPER DUCK RIVER AGENCY, AND THE UPPER DUCK RIVER PLANNING COMMISSION

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

My name is Lon P. MacFarland. I am an attorney for the Upper Duck River Development Agency. I have served in this capacity without fee for many years. I speak for the Agency and the Upper Duck River Development Association. The Agency is an offical State Agency created to further this project. The Association is a citizen's organization representing some 130,000 people of Bedford, Coffee, Marshall and Maury Counties, Tennessee, through which counties the Duck River flows on its way to the Tennessee River.

You will recall that last year 382 citizens from the four county area came to Washington at their own expense to demonstrate their support for the Duck River Project (Columbia Dam). The people are solidly behind this project. But in the interest of conservation of energy and expense, they remained at home but asked that we convey their greetings and support.

We appreciate the interest and helpfulness of this Committee and the Congress in support of the TVA Program, and the Duck River Project (Columbia and Normandy Dams and Reservoirs, Planning Report No. 65-100-1). This Federal Project has met with the enthusiastic approval of the great majority of the people of the area affected. On behalf of these people, we thank you.

This is the people's project. It is a very necessary one, and is the key to the development of this area since it will provide flood control, improved water quality, expand recreational facilities, afford a very necessary water supply, increase and enhance job opportunities in the area. The Normandy Dam portion of the Duck River Project was completed in 1976. The Columbia Dam was started in 1973 and is now approximately 40% complete with the concrete work on the dam finished. Two of the flood gates have been installed and the other installation is in process.

There is very little local opposition to the Duck River Project, and it always has had the wholehearted support of local governmental agencies, Tennessee General Assembly, the Conservation Commissioner, the Governor of the State of Tennessee, Senators Sasser and Baker, Congressmen Beard and Gore, and we feel of the Tennessee Delegation. We are also pleased to have the continued support of the Honorable Joe L. Evins, a distinguished former member of Congress, a friend of this project and one of Tennessee's most respected public servants who is well known to your Committee.

HISTORY

The TVA Act passed by the Congress in 1933 authorized projects such as the Duck River Project including the Columbia and Normandy Dams. Although subsequent funding is necessary, no further authorization was necessary for TVA to build these dams. The original planning report was submitted to the Congress in 1968. It was approved by the Congress and appropriations were made for fiscal '69. Shortly after the approval of this project, the Office of Management and Budget insisted that the Federal Water Reclamation Act Provisions as used on Western projects be applied to TVA projects. This resulted in negotiations of a contract between the Upper Duck River Development Agency, TVA, and the five cities of the area that have water filtration plants. This contract was finally executed in 1971. The contract obligated the Agency and water systems to repay to TVA and the government $16.2 million as local contribution for water supply. To accomplish this, the users of the water in the five water systems were charged 5¢ per 1,000 gallons of water used and these funds to be paid monthly into a trust fund for repayment of the $16.2 million. Payments began in January of 1972. Under the contract between the Agency, TVA, and the five cities, $2,200,000.00 has already been paid into the trust fund.

The people for whom I speak live in the area, and we know the environment as it is and will be. The project is environmentally sound and will improve the human environment by improving water quality, making available an adequate and pure water supply providing much needed flood control for the area (as well as aiding flood control in the Tennessee and Mississippi Rivers) and improving recreation. TVA has environmental expertise, and all of its directors have actively sponsored the project. However, several Environmental Organizations with membership outside the area claiming superior knowledge have used environmental laws passed and regulations adopted since the original approval of the Upper Duck River Project (Planning Report #65-100-1) such as NEPA, the Endangered Species Act, the Federal Water Quality Control Act, and the requirements of a Corps of Engineers 404 Permit be obtained, in an attempt to stop or delay this project. It is our view, which we feel we must call to your attention, that these efforts have gone beyond reason and amount to undue harassment by persons who want this area to be their wilderness. We have experienced the problem that the opponents of the dam by contacting minor officials and agencies have been able to get these officials to delay actions on permits. These permit delays have been very expensive and have increased the cost of the dam substantially, for which persons causing these delays bear a great responsibility.

Under the NEPA process the courts have found that TVA complied in 1974. Thereafter, under the Endangered Species Act, opponents of the project succeeded in getting several mussel

species listed. However, a great majority of these species were found not to have been in the Columbia Dam Reservoir for many years. Asiatic clams have, for all practical purposes, destroyed the mussels in the Reservoir area; and only a very few of one species exists, and these exist only because they are located and protected by a small dam. The species listed also exist in other rivers. There have been numerous consultations with TVA and the Department of the Interior, and it now appears that an agreement has been reached for the preservation of the species that is still in the Reservoir.

In October of 1977 TVA submitted an application to the Corps of Engineers to dredge and fill under the newly applied requirements of Section 404 of the Clean Water Act. The Corps of Engineers has held hearings. The State of Tennessee has issued Water Quality Certifications. On January 22, 1980, EPA Region IV Director of Enforcement wrote to the Corps of Engineers and stated that EPA would not object to the issuance of the 404 permit, so long as the mussel conservation program agreed on was implemented. Later, however, a new Administrator for Region IV, EPA, raised an objection that from a policy standpoint, that she thought more stringent water standards should be applied to the Reservoir even though this was contrary to present regulations.

Such confusing action and delays have confused the public and caused citizens to believe that there is a hopeless tangle in government regulations. The citizens do not understand why this project that has been approved and on which there have been so many hearings should be subjected to such unreasonable delays. We and TVA are working diligently to unravel this tangle, and we feel we are on the verge of success. I am sure that it was never Congress's intention that programs it had approved should be delayed and made more costly by such harassment.

Because of the above mentioned delays, more than $17,000,000 of the appropriation previously approved by Congress has been deferred. We are advised that TVA's construction capacity could use these funds in 1980, and TVA's 1981 capacity would be in excess of $20,000,000. We are further advised that the project could be completed in three working seasons if the funds are available. We feel that rapid completion of this much needed Project makes economic sense. We also know that within the last two weeks there has been another substantial flood in the area, and had the rain continued for another day, we feel the flood would have been disastrous.

We understand the present budget constraints and the necessity to cut the budget. We do feel, however, and request, that this Congress continue funding this Project in an amount which in its opinion is reasonable. It may be that if harassment of the Project, which has occurred, continues, that we will be required to ask an exemption such as has been granted in Tellico. At the moment, however, this does not seem necessary.

The Columbia Dam and Reservoir, and the whole Upper Duck River Project is worthwhile. Its completion is vital to the area it will serve, and the State and the country. Local communities, landowners, local governments, and local citizens have made substantial commitments and plans based on the fact that the Project would be completed as Congress has authorized and funded it since its inception. We urge that the Project be funded and completed as rapidly as practical, and that good faith be kept with the people of the area.

Respectfully submitted,

Lon P. MacFarland

March 28, 1980

MAURY COUNTY CHAMBER OF COMMERCE SINCE 1974

COLUMBIA — MT. PLEASANT — SPRING HILL

308 W. SEVENTH ST., - P. O. BOX 1076 - COLUMBIA, TENNESSEE 38401 - (615) 388-2155

March 31, 1980

Appropriations Committee
Subcommittee on Public Works
U. S. House of Representatives

Statement of the Maury County Chamber of Commerce, Inc. concerning the Columbia Dam and Reservoir, Duck River, Tennessee.

The Maury County Chamber of Commerce, Inc. wishes to endorse the statement of the Upper Duck River Development Agency. Because of the twin problems of energy and inflation, we have chosen not to appear en masse at the 1980 hearings on Columbia Dam. Our interest and enthusiasm remains high and, as in previous years, we urge the Congress to provide for the rapid completion of our favorite project. The development plans of our county and area hinge in large measure on the benefits of flood control, water supply and recreation to be derived from this project. We are committed both to its completion and to the proper utilization of its benefits. We appreciate your previous support and look forward to completion and dedication.

Joe T. Kelley, Jr.

Joe T. Kelley, Jr.
President

O'NEILL UNIT, NEBRASKA

WITNESS

FAYE SITZMAN, NEBRASKA CHAPTER OF THE SIERRA CLUB

Mr. BEVILL. Next we have Ms. Faye Sitzman.

Ms. Sitzman, we are a little behind schedule here. We are certainly glad to have you here, and we will be glad to hear from you.

You may proceed as you wish. Your statement will be made a part of the record.

Ms. SITZMAN. Thank you, Mr. Chairman.

Mr. Bevill and Members of the committee, I am not a professional objector. I am a teacher, and I was raised on a farm in Holt County, and the area that would be affected by the O'Neill Unit, part of the Pick-Sloan Project or program is referred to as the O'Neill Unit, and I come to oppose the appropriations this year from your committee for the O'Neill Unit.

My reasons are spelled out in the testimony. I am new at this. We only sent one representative because we wanted to do something about the energy situation, so we did. We left everybody home and saved the jet fuel and whatever other costs that might apply for us to bring a large group.

Also, most of the people, as you probably know, are aware, are volunteers, and it's hard for them to get off work, unlike some of the people that I know that spoke in behalf of the project last week. They are paid employees to take up this issue and support the project or they are farmers that right now are in a little more lax time than farmers are accustomed to later on in the season.

If you will bear with me, I will probably end up reading most of this, from lack of experience in testifying, but I am sent here to represent the Nebraska Chapter of the Sierra Club of which I am Chairman this year. I am also delegate to the five-State Region Northern Plains Regional Conservation Committee for the Sierra Club, which includes Nebraska. I am also a director on the State Board for the State Niobrara Association which was formed to oppose the project, and I am a professional outfitter.

In the summertime I run canoe trips down the Niobrara so I do have some economic interest as well as the farmers up there who would stand to gain from the project.

I do own land in Holt County. My parents still own land in Holt County, farming country, and grass lands. As I said, right now currently I am a teacher and I took the day off, my gracious principal gave me one day to do it all.

Mr. BEVILL. What grade do you teach?

Ms. SITZMAN. I teach seniors in high school, a private school in Omaha. I teach business law, advanced shorthand and accounting.

Mr. BEVILL. You have to have a good brain to teach all that.

Ms. SITZMAN. I am asked to teach economics next year and I hope some of my experience in studying economics from this project will be of benefit to the students. It will probably warp their minds.

Mr. BEVILL. If you learn how to stop inflation through economics, I wish you would pass it on to us.

Ms. SITZMAN. I think this project though is an example of one way

we can stop inflation. The government has asked us to cut spending and to really hold down costs, and I understand the projects that they do feel that should be built should be built expeditiously so as to curb any other inflationary measures that might happen before they get the construction finished.

That is fine on projects that really should be built and there are projects that should be built. I will say that there are good projects, there have been real good ones built.

There have been projects that the whole country has benefited from, but I feel this is selecting just a few farmers. Fewer people will benefit than will be adversely affected socially and economically.

There are other projects even in Nebraska that I wouldn't stand up and cheer for or against. This one I happen to know a little bit more about and I happen to think it's economically unjustifiable. My parents have worked with the promoters of this project and many other things. Mr. Drayton is one of the big promoters up there and my parents have worked with the Drayton family for many years and in hand on many things.

Mr. BEVILL. Are your parents for the project?

Ms. SITZMAN. No; I can understand the farmers up there. I grew up with the same idea. I knew what the O'Neill Project was when I was in high school, in 4–H. I spent eleven years in 4–H on soil conservation and we did many projects that would relate to this project and I just felt that it was probably progress, it was moving along, it was going to do something for the whole country because it was going to help produce grain, but now we have a grain surplus and energy is getting high, and the cost of diesel fuel to run this is getting high.

CONSERVATION

I have seen farmers up there that put irrigation systems in and go broke. I have seen the topsoil removed to farmland that is very marginal. My father is a dryland farmer. His conservation practice, taking land that was blowing in sand, planted trees with the help of the governmental project with the shelter belts.

This is the kind of thing I would like to see promoted, good conservation practices that would keep erosion down in an area that is predominantly windy, hot and dry. I think with the present ground water table, if it's managed properly, is sufficient indefinitely, for even center-pivot irrigation if it's used right, but when there is water in the roads, in the ditches, weeds in the ditches, and they are letting them run during rain storms and showers like we have now, it's poor management.

They have maybe over-developed the area, or at least it has reached its maximum right now. Eight percent of the area going to receive water in this project is already irrigated. The water table shows decline. Some studies show it's on its way back up though, but regardless of whose statistics you are going to believe, I really feel that the ground water table is there, if it's managed properly and not used faster than it can resupply itself, can be recharged by itself, I feel that some center-pivot irrigation is good, but I wouldn't want to encourage the whole sand hills to be plowed up and put under row crop agriculture.

Mr. BEVILL. You mentioned the excess grain. You have no objection to it being used for gasohol, do you?

Ms. SITZMAN. I think gasohol is a supplemental answer, but it's not going to solve all our energy problems. We have to look at a lot of the alternatives.

Mr. BEVILL. You support gasohol. Do you see anything wrong with it?

Ms. SITZMAN. I haven't taken a position on it. The Sierra Club has. I haven't.

Mr. MYERS. The Sierra Club is opposed to synthetic fuels.

Ms. SITZMAN. Synthetic fuels but not gasohol.

Mr. MYERS. Gasohol is a synthetic fuel.

Ms. SITZMAN. At least the Nebraska Chapter is probably going to emerge as a leader; I don't know.

I don't know if the Sierra Club has national polls on it but the Nebraska Chapter is leaning to support gasohol. Some synthetic fuels I don't think we feel justified in supporting.

Mr. MYERS. Of course petroleum is not a synthetic fuel but alcohol is an extender of gasoline.

Ms. SITZMAN. I am not an expert on synthetic fuels.

Mr. MYERS. We are not either. The country isn't for that matter.

Mr. BEVILL. Your complete statement will be in the record.

[The statement follows:]

1947



NEBRASKA CHAPTER
of the
SIERRA CLUB

"manage compassion both for the earth and for man"...max sandke

March 31, 1980

Subcommittee on Energy and Water Development
c/o Tom Bevill, Chairman
U.S. House of Representatives
House Office Building
Washington, D. C. 20515

Dear Congressman Bevill

The proposed O'Neill Irrigation Unit on the Niobrara River in Nebraska was authorized by Congress in the early 1970's. The project is to provide irrigation water by constructing a Bureau of Reclamation (now called the Water and Power Resource Service) dam and a series of canals in north central Nebraska.

At the time that Congress authorized the O'Neill Unit, every Nebraska Congressional delegate showed support for it. At this time, however, only one delegate from Nebraska remains vocally in favor of the O'Neill Unit--Congresswoman Virginia Smith. I believe this shift reflects the growing opposition that is becoming so obvious throughout Nebraska. In fact, during his term as Governor of Nebraska, our present Senator, J. James Exon, changed his support for the project to one of "serious concern" and finally to public opposition.

It is true that those in the Reclamation and Irrigation Districts, those who will directly benefit from the government "hand out", have recently voted in favor of the O'Neill Unit. But those adversely affected, those outside the above named districts and the balance of Nebraskans oppose the spending of $230 million and the destroying of many family farms that would be flooded or bisected by canals. Neighboring states, such as Iowa, realize the likelihood of increased power rates if the O'Neill Unit is built since the cost of the project is to come partially from power revenues of the Pick-Sloan Missouri Basin program. Overall, it is very obvious that certain large farming operations in Holt County are asking us to spend more and more money from the national budget for their direct benefit. At this crucial time, when the President of the United States and the American people are asking you, the Congress, to cut back on spending, we cannot see how you can continue to appropriate funds for such projects. Right here is one small, but important and impressive step, that you can take immediately to save the country at least $230 million. Representative Smith knows that Nebraskans favor conservative spending and she has often demonstrated this by voting against other unnecessary federal spending. I do not understand how she can possibly fail to agree that this would be a great opportunity to set a national example and ask to delete funding for the O'Neill Unit this year.

There are those who claim the O'Neill Unit is necessary for the economy of the rural area around O'Neill. Having spent two-thirds of my life on a farm in Holt County (the area scheduled to receive the greatest benefits), I am well aware of the economy of that area. I am also familiar with the farming and ranching practices that are deterred and/or encouraged by center-pivot irrigation in that area. I am opposed to the project for several reasons. Some of those reasons are:

1) Over 80% of the land proposed for irrigation by this project water is already developed and irrigated. I cannot believe that the economy of this area would be greatly improved by the additional 20%. The increased economy, if any, certainly could not be proportional to the $230 million spent.

2) Some say the project is necessary to "recharge" a declining water table. It is obvious that the decline is directly related to the development and use of center-pivot irrigation systems in the area. Rather than encouraging energy-inefficient agricultural methods, rather than continuing to allocate funds to "bail out" those guilty of "mining" a resource as valuable as water, I believe it would be in the best interest of all to encourage better management of resources, better water conservation practices, and improved use of costly fuels.

3) One reason the project is less than 1/2 of 1% complete to date is the present Federal District Court's injunction that, among other things, declared a lack of study done on alternatives to the construction of the "Norden Dam." I know that in Holt County an effective, less expensive and certain objectionable way of supplying water for irrigation could be the use of farm ponds. Small dams placed where they are necessary makes more sense than hundreds of miles of canals.

4) Those who point to the additional benefits of the project such as recreation do not value the existing unique "facilities" presently available to Nebraskans and South Dakotans. Because of the sparsely populated area near the proposed reservior site, I seriously doubt that another flatwater lake would appeal to many recreationalists. With the greatest segment of the population in eastern Nebraska, I just cannot conceive of Omahans and Lincolnites passing up several lakes closer to home just in pursuit of flatwater recreation. But now you do find 20,000 to 30,000 Nebraskans using the Niobrara for canoeing, boating, camping and hiking. As the most popular canoe stretch in the state, presently the Niobrara serves more people than it would if the reservior was there.

5) Currently there is a grain surplus situation in the region that would be irrigated by this project. I don't believe the government should encourage additional production at this time.

6) As of 1978 only 255 farms were signed up to receive water from the project, while 307 families were to be adversely affected by the project's construction. Keep in mind that these 307 families were never allowed to vote on the project because they were not within the boundaries of the Reclamation or Irrigation District.

7) This brings another point up--the proponents of the O'Neill Unit consists of those who expect personal financial gain. In fact, according to research done by the Nebraska-based Center For Rural Affairs, those who benefit from this project include the upper 25% of the State's agricultural income segment. Others who do speak in behalf of the project represent agricultural business that would also reap benefits from the sales and services of the additional, expensive, energy-consuming practices of center-pivot irrigation practices. The project does not have the potential significantly benefit the State of Nebraska as a whole.

The Niobrara River is a tremendous resource to Nebraskans as it is presently--both economically and recreationally. In its current state its benefits are free, costing American taxpayers nothing. Private funds are already being used to irrigate most of the project area. We do not need to encourage increase grain surplus production. We can not afford to encourage such energy intensive projects in this age of energy shortage. We must cut appropriations and eliminate deficit spending. In light of its social, economic and environmental drawbacks, we feel this project should not be funded by Congress. The majority of Nebraskans will concur that you should delete funding for the O'Neill Project this year in your appripriations.

Sincerely yours,

Faye Sitzman

Faye Sitzman, Chairperson
Nebraska Chapter Sierra Club

1950

Sharon D. Clawson
1406 No. 70th Ave.
Omaha, Nebraska 68132
March 28, 1980

Chairman Tom Bevill
Subappropriations Committee
House of Representatives
Washington, D.C. 20515

Dear Chairman Bevill and Committee:

I am writing to urge the deletion of funding for the O'Neill Unit on the Niobrara River in Nebraska. It seems a great burden to the taxpayers of Nebraska to subsidize a project such as this, when so few farmers reap the benefits, and many suffer loss of land in the construction. The dam is beset with controversy, since the endangered whooping cranes use the downstream portion of the Niobrara, and if a minimal amount of water is not let out of the resevoir, their habitat would be damaged and unusable. There are problems with the geologic stability of the area, and the Niobrara is unique in the flora and fauna which inhabit that area. I see the dam's construction as a tremendous loss, not only to wildlife and canoeists, but especially to the taxpayers of the state.

Sincerely,

Sharon D Clawson

Bassett, Ne.
Mar. 7, 80

Representative Tom Bevill
Ch. Sub-Appropriations Com.
House of Representatives
Washington, D.C. 20515

Dear Representative Bevill,

Please enter this letter as testimony on the record for the appropriations committee. I have been going to Washington each year but due to the high cost of travel for just 5 minutes of time, to economize I am trusting that a letter will be as well. This is in opposition to the O'Neill project. I know that proponets will spend tax monies to attend .

I am a rancher in Rock county Ne. in the path of the proposed 100 mile canal that will destroy thousands of acres of valuable grass land that is very productive and energy saving in all its aspects. The beef industry is not paid to take or cut production and it is not paid or given a large subsidy to raise it such as $4000 an acre gift to each acre just to put water to the corner of a field by a stupid project.

Each year you hear opposition to this proposed project and none of it seems to indicate that the appropriations committee listens to good solid information that is money saving to the Fed. budget and common sense. The Water Power and Resources Services has given reports on the project and kept under cover or else you just accepted anything they said without ever recognizing the fact thet everything was not justifiable.

One of the members on your sub-approp. com. sent out a statment last June to the house that the ground water had declined 50 ft. in the last 15 years, which is absolutely wrong. The member could have called the USGS and had the correct info that it had only dropped 14 ft. in 13 years. This kind of pork barrel politcy should be abolished in Congress and a sincere effort to economize be made.

Now anyone should have a better knowledge of doing business than to promote a project at only 3¼% interest when the Gov't and the people all have to pay at least 4 times that much or more for doing business.

I would suggest that the appropriations committee abondon the proposed O'Neill project and get down to the good common facts of business and use this cut to help balance the budget and not pay farmers billions to grow less crops while at the same time promote more acres into production with such ridiculous spending. No land (irrigated) in Ne. is worth putting $4000 an acre into it with an energy crisis.

The O'Neill paper just came out that they areputting in 40 more center pivots west of O'Neill this spring and that is one indication that they donot need any irrigation project.

Sincerely

Wesley Sandall

Mr. BEVILL. We certainly appreciate your appearance. Your views are welcomed.

Mrs. SMITH. Mr. Chairman, may I join in welcoming a fellow Nebraskan. It's nice to have you come from Omaha.

Ms. SITZMAN. Thank you.

Mr. BEVILL. Mrs. Smith does a great job on this committee and we appreciate it.

Thank you so much.

Ms. SITZMAN. The people back home appreciate Mrs. Smith, but we do have one difference of opinion.

Mr. MYERS. If you only have one difference of opinion, you are very lucky.

Ms. SITZMAN. I know that. She has done a lot of good for the small communities up there and I commend her for that.

My father does too.

Mr. BEVILL. She does a lot of good on this committee too and we appreciate it very much.

Ms. SITZMAN. We would like to have her help us out by cutting back a little bit on the budget when we need to cut back and tighten up a little bit. Nebraskans are pretty conservative in their spending and I don't think they would object if we save a little more money.

Mr. BEVILL. You are going to see her right out in front in balancing this budget. We are going to balance it. She is going to be one of the leaders in doing it.

Thank you for coming.

Ms. SITZMAN. Thank you.

Mr. BEVILL. The committee will stand adjourned until two o'clock.

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